8 JULY 1955

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION

The Austin Jubilee Medallion, struck to commemorate the first fifty years of Austin achievement. The obverse shows the head of Lord Austin of Longbridge 1866-1941.

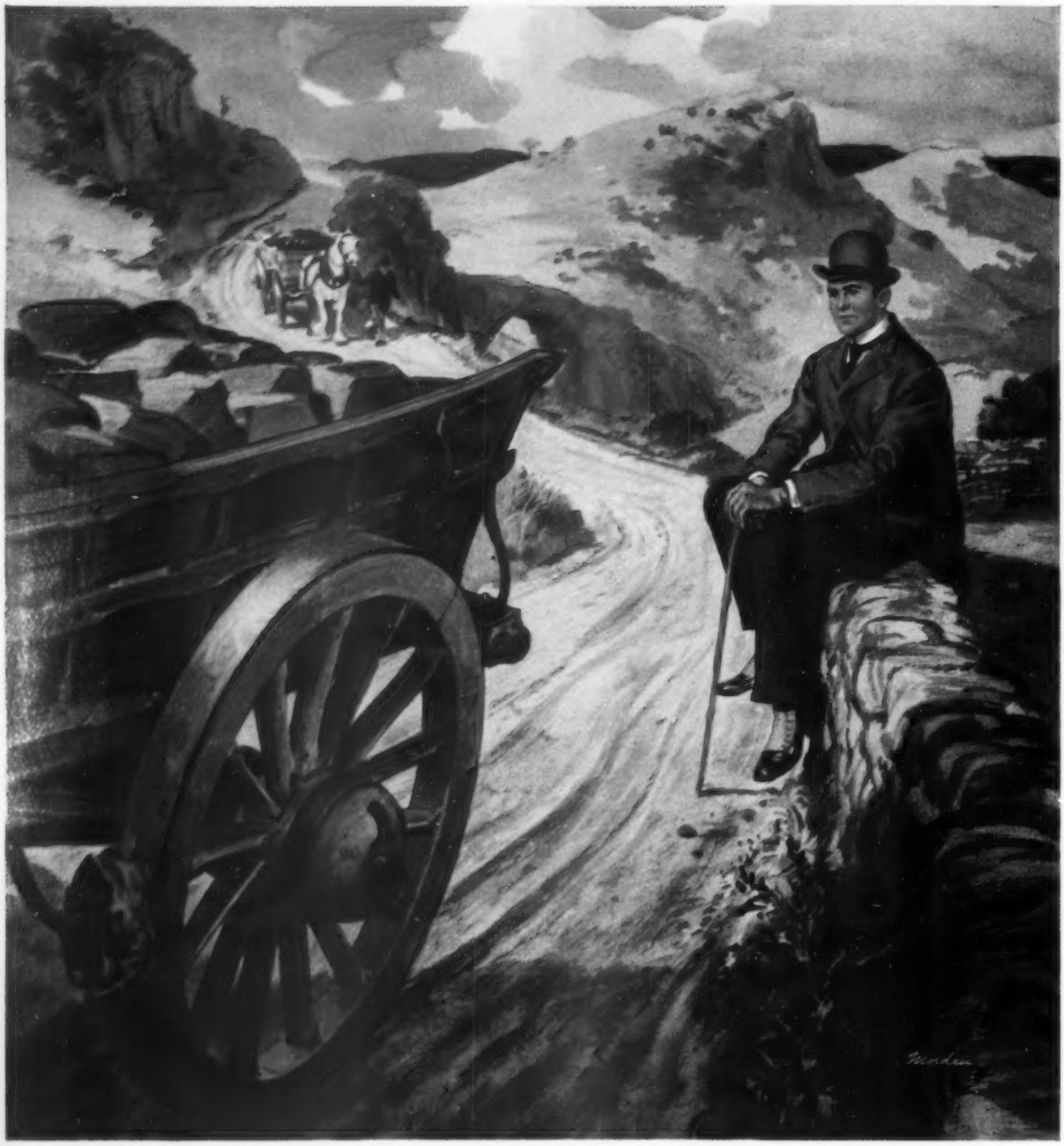
Fifty years of dependability

AUSTIN *Jubilee*

1905-1955

Reverse of the Austin Jubilee Medallion, showing the first Austin car contrasted with a present-day A40-A50 Cambridge

AUSTIN—always keep ahead of the all



The man who watched the carts go by

Carts were of particular interest to a young man who paused on his way to work to watch them negotiating the steep hills of the Peak District. His name was Herbert Frood, and he was struck by the difficulty carters encountered in braking. He noticed that, because the steel rims of the wheels wore out wooden brake blocks so quickly, drivers fixed old boots over the blocks. Frood was sure there was a better way, and, from his experiments with laminated belting, was founded the great Ferodo organisation—makers of Ferodo Anti-Fade Brake Linings.

Ferodo owes its inspiration to the humble cart. Since then Ferodo and the motor industry have grown up together. Ferodo developments have kept pace with the progress of automobile pioneers such as the Austin Motor Company Limited—whose first car took to the road in 1905.

CONGRATULATIONS

AUSTIN

ON YOUR GOLDEN JUBILEE

FERODO

LIMITED

CHAPEL-EN-LE-FRITH - *A Member of the Turner & Newall Organisation*

THE First NAME IN CAR SEAT COVERS

We couldn't be smarter—now we have "Regency" Covers

"Regency" make the best seat covers obtainable. They protect your upholstery and save your clothes from shine. Perfectly tailored—never ruck or pull; piped seams, zips for arm-rests. Choice of 40 patterns and different materials. The name "Regency" is registered and *embroidered* on every set of "Regency" covers. Accept no substitutes.

From all good Motor Agents, and Leading Stores

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Telephones: LANgham 9001
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(FACTORIES AT TOTTENHAM AND NORWICH)

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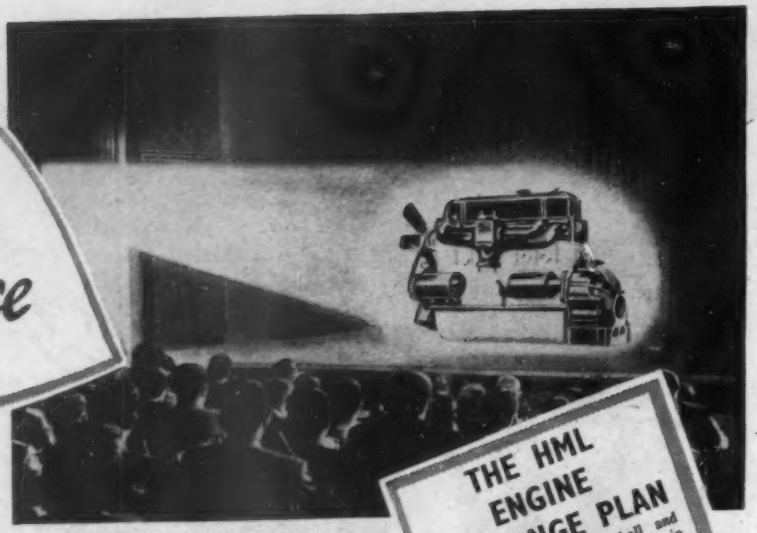
Magnificent Performance



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If you want to sell your Vauxhall it's well-worth remembering that HML are very good buyers of used Vauxhalls.

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Exchange prices from as low as **£35**

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Please send me details of the Lodestar and latest caravans.

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"TAKE MY ADVICE"

... said my Doctor,

"the next time you need new tyres, turn over to John Bull. I've had this set on my car for nearly two years and they're showing little signs of wear. They've obviously got a lot of life in front of them still."

The Doctor's prognosis is right: John Bull tyres will last a long time. This is because they are made from a soft, yet amazingly tough, rubber which really GRIPS the road and does not wear itself away in undue 'dither' and skid. That is why they are so safe, too.

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SAFE • TOUGH • LONG-WEARING

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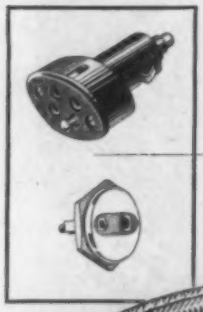
JOHN BULL RUBBER CO. LTD., LEICESTER

Simply plug it into the Dashboard...

A 'PHILISHAVE' BATTERY MODEL

FOR SHAVING **WHEREVER** YOU ARE!

It's the very thing for motorists, this battery model 'Philishave'! Complete in itself, it gives you quick, clean, close shaving even when you're right out in the wilds. Or you can forget about batteries altogether and, with one of two adaptors, use it plugged into the dashboard or cigarette lighter socket. So, *wherever you drive*, you can always enjoy the shaving perfection only 'Philishave' Rotary Action can give!



Cigarette Lighter Adaptor Type SC 2812

This adaptor, when plugged into some cigarette lighter sockets enables you to use your shaver from a 6 volt or 12 volt supply. All you need do is adjust a small switch according to voltage required. List Price—10/2d.

Dashboard Socket Type SC 2809

You can fix this socket to your car dashboard, but this will only enable you to use your shaver on a 6 volt supply. List Price—3/6d.

If you're not in your car the shaver simply plugs into its battery case. The three 1½ volt flashlamp batteries inside give easy shaving for about six weeks.

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Battery **PHILISHAVE**

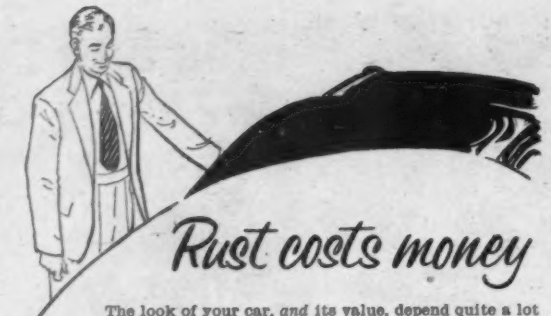
Made in Holland

the dry shaver with Rotary Action

Supplied complete with fine leather case for **£9·18·0** (tax paid) Excluding batteries.

Philips Electrical Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

(P2607)

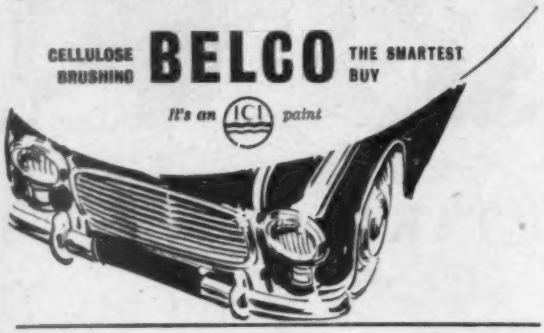


Rust costs money

The look of your car, *and* its value, depend quite a lot on prompt touching up of worn or damaged paintwork. Neglect means rust, that's certain! Preserve top-value smartness with Brushing Belco and you'll have no trouble. Easy to use, it ensures a brilliant glass-hard finish that's mirror-smooth. No brushmarks with Belco! There's a range of 23 colours, plus black, white, aluminium and clear—sizes from ¼ pint to 1 gallon. Keep a tin in your garage.

CELLULOSE BRUSHING **BELCO** THE SMARTEST BUY

It's an ICI *paint*



Here's something New! Different!

The "Typrod" car mats, with their own dust-collecting aprons (patents pending) are tailored to fit in colours to tone with the trimming of the car. All you need to do with this revolutionary "Typrod" mat is to shake the dirt off the apron. "Typrod" Mats give a rich and warm effect where bare rubber and plastic flooring is standard—also most effective as a protection of carpets.

TYPROD Car **MAT**

WITH ITS OWN DUST-COLLECTING APRON

(Patents Pending).

GUARANTEED FOR 10 YEARS

Without obligation, please send me full particulars.

NAME .....

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MODEL..... H.P.....

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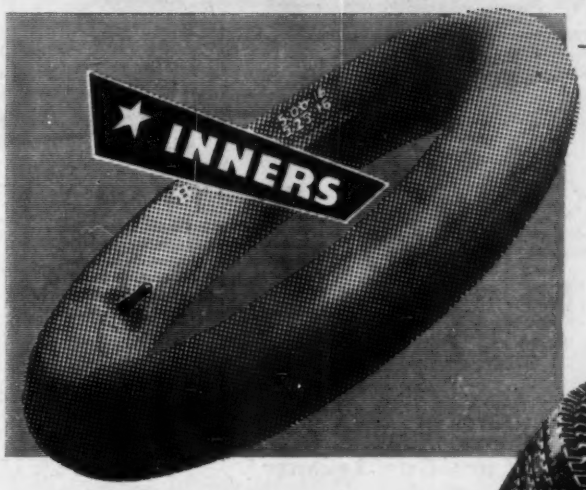
For ★ALL tube and tyre repairs insist on

BOWES SEAL-FAST



Because it's the *safest, quickest, longest-lasting* tube repair you can get, every motorist should insist on BOWES SEAL-FAST. And for emergency every car should carry a Bowes Seal-Fast tube repair kit.

A BOWES SEAL-FAST repair will often save the cost of a new tyre, and because it amalgamates with the tyre, becomes a part of the tyre itself. For safety's sake—*insist* on Bowes Seal-Fast.

Adopted and recommended by the world's largest manufacturers of tubeless tyres, BOWES SEAL-FAST is the safest and most satisfactory repair you can have for a tubeless tyre.

BOWES SEAL FAST

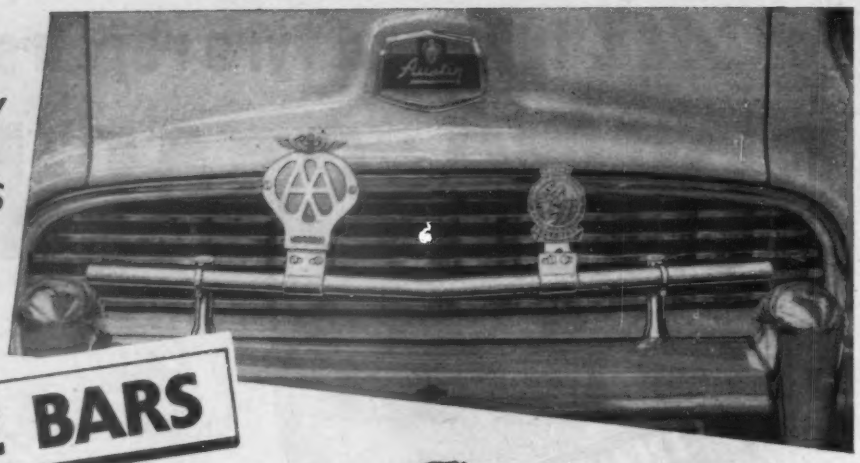
Safest in the long run

A.P.A.

(Automotive Parts and Accessories)

BOWES HOUSE · HAILSHAM · SUSSEX

DESIGNED INDIVIDUALLY FOR MOST BRITISH CARS



CUD

BADGE BARS

C.U.D. Badge Bars are designed to harmonise with the lines of the individual car. This illustration shows the neat elegance of the bar designed for the Austin car. Of brass tubular construction, heavily chromium-plated, this bar has an appearance of solidity. Prices from **45/-**, supplied with two clips. Extra clips **3/6** each. Posted type as illustrated **50/-**. Also lamp carrying bars, with rigid mounting for two lamps. Price **80/-**.

LAMP PILLARS

These smart, highly-finished Lamp Pillars are ideally suited for the correct mounting of fog-lamps to the chassis frame, when a Badge Bar is not required. Price **25/-** Stoneguards as illustrated are available for most fog-lamps. Price **39/-**. Headlamp grilles **28/6**.

All prices plus postage.

CASTLES **UNIT DEVELOPMENT LTD.**, Church Gate, Leicester. *Telephone 65251.*

Available in hard-wearing **COTTON DUCK, BEDFORD CORD,** luxurious **TARTAN CLOTHS, TYGAN PLASTIC CHECKS** and contemporary fabrics of novel effect.

Expertly tailored for almost any model of car from approximately 1935 onwards.

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185, The Vale, Acton, W.3. Phone: SHEpherd's Bush 1079 & 6651
Please send me quotation and free patterns of car seat covers for my
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Name .....
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Name and locality of my garage .....
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ENDS PREMATURE BURNING OF EXHAUST VALVES

Write for descriptive leaflet to:
FARNBOROUGH ENGINEERING CO. LTD., FARNBOROUGH, KENT

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How to cure a tendency to GRAB?

Get the WOVEN-or-MOLDED question sorted out

There's more to this braking business than just a liner engaging a shoe . . . much more. Some braking systems require woven liners; others need molded ones. Fit the wrong type, or even the wrong quality of the right type, and troubles (grab among them) can start. So it's expert knowledge and a really comprehensive range of liners that are needed. That's where Small & Parkes come in. They can supply your Garage with both . . . a full range of the famous DON woven *and* molded liners, and the expert 'know-how'.

Fit Don BRAKE LINERS *to be sure!*

The best of Woven and Molded

SMALL & PARKES LTD
Makers of the "DON-FLEX" (patent) Clutch Disc.
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ENAMELS, SPRAYERS AND BRUSHES

Halfords stock a full range of enamels for brushing and spraying. Also sprayers, brushes, rust removers, rubbing-down pastes and papers, paint strippers, leather and hood dressings, etc. Best quality brushing cellulose in your own car colour, ¼-pt. tins 2/11, ½-pt. tins 5/-. Ask to see the NUAGANE colour card.

BABY CHAIRS

"Brexton" Ever-safe. Hooks on to the back of front seat. Folds flat when not in use. 47/6

Trays for above 12/6

"Leco" with steering wheel 35/-

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Interior Mirror (as shown) 6in. x 2½in. Ball adjustment 3/6. Others from 4/6.

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"Nesthill." Plunger pattern, suitable for grease and heavy oil ... 7/6
"Enots." Small car 6½in. less clips 12/6
"Enots." Autolub 9½in. less clips 13/9
"Tecalemit" 25/3
"Nubrex" 27/6

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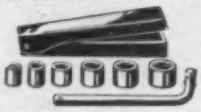
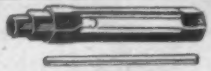
Screw fitting. Bakelite 3½ x 1½in. Maroon and walnut, chrome grid 5/3

"Barnacle" suction fitting, chrome finish. 9/6
Others from ... 11d.

SOCKET SPANNERS



Set of 7 sizes 0-6BA 4/3
Set of 7 sizes ⅛ to ⅜in. and 4BA ... 5/3
Popular sets of 6 sizes $\frac{1}{16}$ x ⅛in. In case 6/9



BOX SPANNERS

Double ended Renshaw set. Sizes ⅛ x $\frac{1}{16}$in., $\frac{3}{16}$in. x ¼in., ⅛in. hexagon x $\frac{3}{16}$in., square per set 3/2

Apollo box spanner set with combined screw driver, bit and tommy bar. Sizes as above, per set, 4/3.

ENGINEER'S SPANNERS

Double ended. Drop forged, standard finish. Polished and hardened jaws. ⅛ x $\frac{3}{16}$in. 1/5; $\frac{3}{16}$ x ¼in. 1/7; ¼ x $\frac{5}{16}$in. 1/9; $\frac{5}{16}$ x ⅜in. 2/-; ⅜ x $\frac{7}{16}$in. 2/6; $\frac{7}{16}$ x ½in. 2/9.

LICENCE HOLDERS

"Barnacle" metal dome (as illustrated) 6/1

"Nustikon," adhesive fixing 3/-
Others from ... 2/2

RING SPANNERS

Eagle Brand. Double ended, chrome vanadium.

⅛ x $\frac{3}{16}$in. 5/-
$\frac{3}{16}$ x ¼in. 5/3
¼ x $\frac{5}{16}$in. 6/4
$\frac{5}{16}$ x ⅜in. 7/6
⅜ x $\frac{7}{16}$in. 8/10
$\frac{7}{16}$ x ½in. 10/-
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Sets from ... 23/-

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Folding chairs from 16/9
Genuine Vacuum Flasks from 5/11
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DOUBLE-ENDED SPANNER SETS

"Superslim." All black finish. Set of six sizes ⅛ x $\frac{3}{16}$in. to $\frac{7}{16}$ x ½in. Whitworth ... 13/5
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Full list of tools and accessories for motorists in Halford's catalogue—free from any branch

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Shaped P.V.C. Car Covers. Black all welded seams.
Small size 57/6
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226 Branches throughout England, Scotland and Wales

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Vacuum Variety

Sport, picnics, open-air meals of all kinds — half the pleasure of the summer months is in being able to eat and drink when and where you like. Some people swear by hot tea as the best cooling drink, others yearn for iced coffee or lemonade or shandy gaff. Whatever you and your family fancy, remember that Vacuum Ware will keep your favourite food or drink at just the right temperature and there's a Vacuum container for every purpose.

Keeps hot-Keeps cold in a

VACUUM FLASK

ISSUED BY THE VACUUM FLASK MANUFACTURERS OF GREAT BRITAIN

TAKE YOUR CAR WITH YOU THIS YEAR

TO IRELAND

By the Short Sea Route
VIA STRANRAER AND LARNE
Open Sea Passage – 70 minutes

"DRIVE ON" AND "DRIVE OFF" FACILITIES
are provided by the S.S. "Hampton Ferry" every week-day until 10th September, leaving Stranraer at 6.15 p.m. and Larne at 9.0 a.m.

Leaflets with full details of services, fares, etc. can be obtained at Stations and Agencies or from District, Marine Manager, Stranraer Harbour Station.

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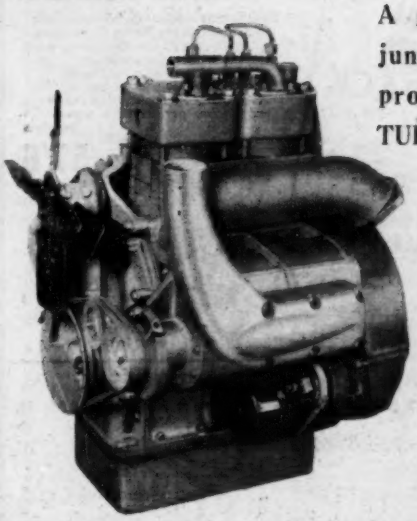

A gruelling 10,000-mile journey, over desert and jungle in appalling weather, gives convincing proof of the stamina and dependability of the TURNER-DIESEL 2-STROKE SUPERCHARGED ENGINE

If ever there was a gruelling test of man and machine, this was it! The Turner trans-African Test Team, travelling alone and without convoy in a Land-Rover fitted with a standard Turner-Diesel Engine, has recently completed a hazardous 10,000-mile journey to Nairobi. Their route took them over treacherous trackless desert wastes, over boulder-strewn mountain roads, through rain-swollen jungle swamps, and throughout it all the Turner two-stroke Diesel Engine carried them safely and without trouble. A great tribute to the engine's reliability, power and stamina. *An illustrated booklet containing the full story of this hazardous journey is available free on request.*

TURNER DIESEL

TURNER MANUFACTURING CO. LTD., VILLIERS STREET, WOLVERHAMPTON.

ANOTHER NEW STOP & TAIL REFLECTOR LAMP

THE RED EMERALD

IS ADDED TO THE WIDE RANGE

MANUFACTURED BY

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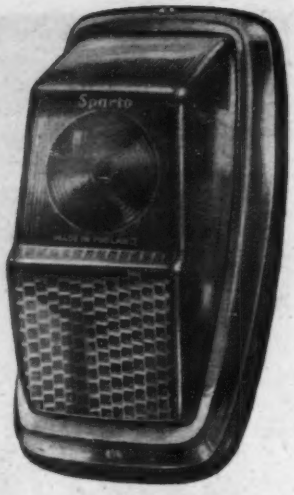

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PRICE 17/6 EACH

(Including Double Filament Bulb)

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THE RUNWAY, SOUTH RUISLIP, MIDDLESEX

NEW CAR BATTERIES

GUARANTEED FROM 48/6

Some examples: Austin 7, Morris, Standard 9 (7¼" × 6¾" × 9¾" 6v.) Morris and Vauxhall 10, Hillman 14. (9¼" × 5 13/16" × 7¾" 6v.) 53/6. Standard 12 or 14, Rover 14, Hill M. (13¾" × 6¾" × 9¾" 12v.) 93/6. Case and Carr., 6v. 9/-; 12v. 11/-.

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500 × 14	66/-	525 × 17	84/-
475 × 16	66/-	525 × 18	87/-
500 × 16	68/-	600 × 16	92/6
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Carriage Extra. Most other sizes in stock. Prompt Quotations. Old tyre not required. "BY RETURN" POST. CASH OR EASY TERMS.

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NEW 1 AMP. Fitted with Warning Indicator Light. Fully guaranteed. 200/230 v. A.C. Charges 6 and 12 volt batteries. Maintains 1 amp. output on both voltages. List Price 95/-. 52/6

Same Specification but with AMMETER (As illustrated) 57/6
Post & Pkg. 1/11.

2 AMP. DE LUXE MODEL WITH AMMETER 85/-
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SPECIAL SPEEDOMETER OFFER

Your Speedo cleaned and repaired from 15/-
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Easy to operate, will inflate tyre with minimum number of strokes. DE LUXE MODEL, extra powerful, with connector. 27/6
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5 GALLONS IN DRUM or ROBBICAN 27/6

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SOLEX	£3	0	3
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Make of car.....H.P.....Year.....

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Select your winners with care.....

Illustrated is the interior of a Sunbeam-Talbot '90' saloon fitted with "Perfit" loose seat covers.

TO judge the merits and finer points of a "thoroughbred" requires highly specialised knowledge and experience. The mark of quality is not always obvious to the "man in the street." The choice of loose seat covers, however, is simple. The quality, fit, finish and general excellence of "Perfit" loose seat covers is obvious to all. It is recognised instantly by everyone.

Two more "winners" have just been added to the Perfit range of fabrics—TIGER SKIN. A luxurious material of superlative quality—at an attractive price.

PERFIT RAYONS IN "CONTEMPORARY" DESIGNS—of the same quality as the already well-known Rayon Plaids.

The range of materials in which "Perfit" covers are available has always been unique. The addition of these two fabrics gives the motorist the widest possible choice—and every fabric is a "winner."

PERFIT covers win every time

Perfit LOOSE COVERS for CAR SEATS

BRITAIN'S FIRST CHOICE

PERFIT LOOSE SEAT COVERS

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NUWAY *Tailored* CAR MATS

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BLACK

- Of fibred rubber link constructions.
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- Moderate in price.
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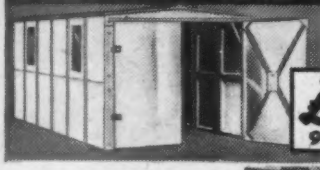
FOR EVERY CAR—AND EVERY SITE



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Available in widths of 8′ 3″ or 11′; clear height of 6′ 3″ or 7′ 9″. Extendible in length.

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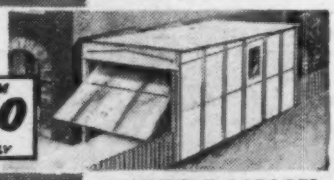

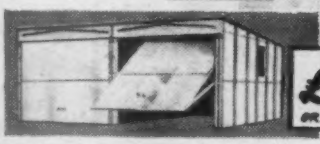

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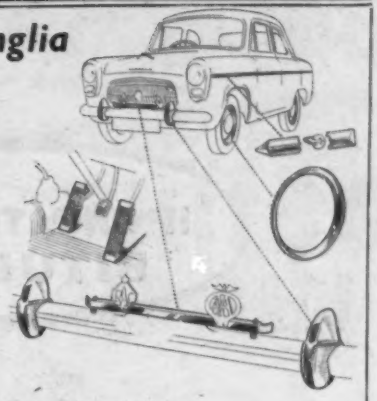

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Thames 5 cwt. Van	£3 10 0 per set of 4	2/6 set
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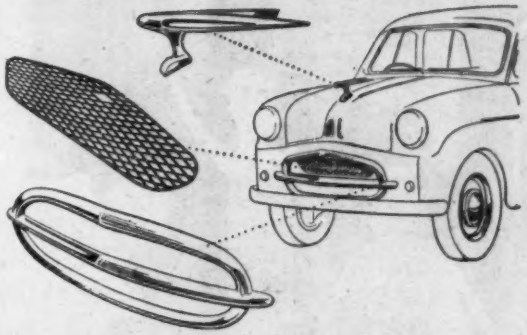

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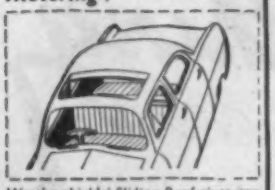

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Equally successful conversions for: FORD 8, 10, New ANGLIA, PREFECT, RENAULT 750 STANDARD 8, 10, VANGUARD, MINX, ZEPHYR, ZODIAC, A.30, 40, 50, MORRIS MINOR OXFORD, WOLSELEY 4/44, Z.A. MAGNETTE. *Stamp for lists and performance figures.*

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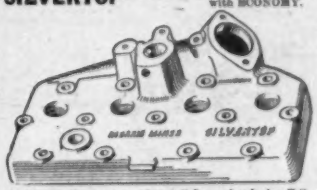

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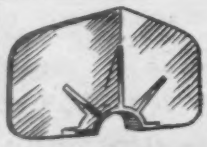

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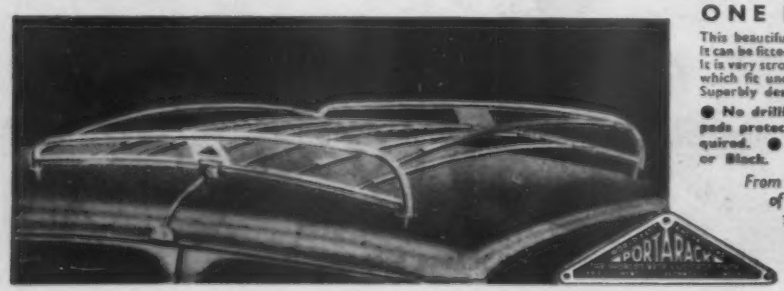

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CAMATIC (Solid-Skirt Expanders)

POST THIS COUPON RIGHT AWAY

(1½d. stamp on unsealed envelope)

Please send me your free booklet "The Truth about Bore Wear".

Name .....

Address .....

If you would like an estimate for fitting Cords to your car, please give details below:—

MAKE..... YEAR..... H.P.....

A

CORDS PISTON RING COMPANY LIMITED

(Dept. D111) 906, Harrow Road, London, N.W.10. LADbroke 3322 and 0770.
Branch Sales and Service: 30, Hampstead Road, N.W.1. EUSton 5476.

of the part we have played in
the production of quality components
contributing to the International reputation
for *Dependability* now synonymous
with the name of

Austin of England

*to whom we offer our sincere
congratulations on the occasion
of their Golden Jubilee and extend
every good wish for the years ahead*

HOBOURN AERO COMPONENTS LTD

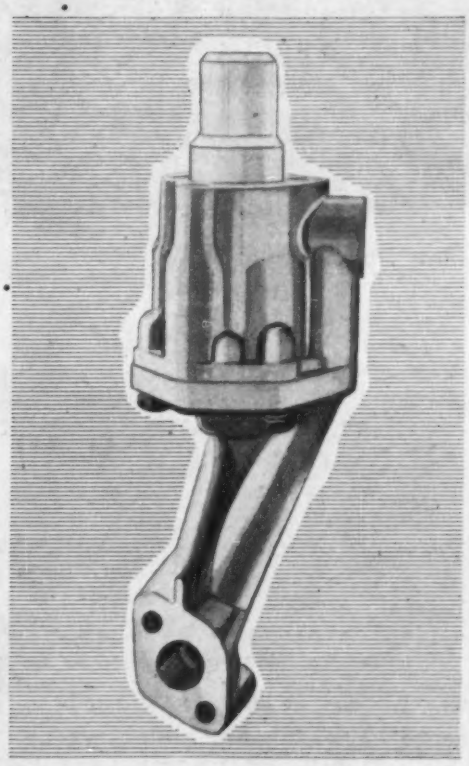
STROOD · ROCHESTER · KENT

CONGRATULATIONS TO

Austin of England

on the celebration of your Golden Jubilee from *The Hobourn-Eaton Manufacturing Co. Ltd.* who are proud of their association with this famous company, and of the component part they have played in making it a triumphant occasion.

This is one of the Rotor Pumps manufactured by the Hobourn-Eaton Company for the Austin lubricating systems — a quality component that has helped to build the world wide reputation for dependability that today is synonymous with AUSTIN



With compliments and best wishes for the next fifty years from the

HOBOURN-EATON

MANUFACTURING CO LTD.

STROOD · ROCHESTER · KENT

1905-1955

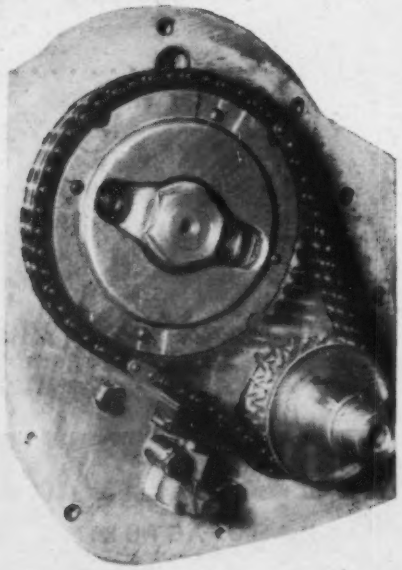
Congratulations

to The Austin Motor Co. Ltd. on 50 years of progress, during which we have been privileged to supply their chain requirements.

As in 1905/6.....

Rear Transmission Chain, —on the first Austin.

.....so in 1955



Engine Timing Chain

RENOLD CHAINS LIMITED MANCHESTER

Your Austin is safe with Essolube

Every minute of unnecessary wear on pistons and valves robs you of engine-efficiency that no amount of extra care can replace. To make sure your engine is giving you its top performance, and that heat, and wear, and sludge are not cheating you of horsepower, see that it is kept cool, clean and contented by Essolube's tough-but-gentle protective film. You safeguard your engine's power and your own driving enjoyment, too, when you choose—

Essolube — *THE TOP QUALITY MOTOR OIL*

Congratulations

TO THE AUSTIN COMPANY ON THE OCCASION OF ITS GOLDEN JUBILEE

from Lewis Berger (Great Britain) Ltd.

WHO HAVE SUPPLIED THE COMPANY WITH CAR FINISHES FOR MANY YEARS

The outstanding recent development in Paint Manufacture undoubtedly derives from the fundamental research work carried out by Berger in 1941-42 and which has been continuous.

This development relates to the use of Styrene in Surface coatings of all types, now protected by British Patents 573809, 573835, 580912 and other British Dominion and Foreign Patents pending or granted.

Britain's finest finish for popular cars is provided by the Polykem system, comprising

POLYKEM
styrenated alkyd primer surfacer.
POLYKEM
styrenated alkyd sealer.
POLYKEM 333
styrenated alkyd finishing enamel.

This combination gives considerably greater corrosion resistance than the conventional alkyd system.

The Polykem process is particularly adaptable to the economics of hot spray application, a feature being the absence of "orange peel" in both hot and cold spray systems.

LEWIS BERGER (GREAT BRITAIN) LTD · BERGER HOUSE · BERKELEY SQUARE · LONDON · W.1

S. SMITH & SONS (RADIOMOBILE) LTD., GOODWOOD WORKS, NORTH CIRCULAR ROAD, LONDON, N.W.2

As Pioneers of modern door seals, we are proud of our long association with the Austin Motor Company, to whom we offer our congratulations on the occasion of their Golden Jubilee.

B M C BRIGHT

Bright Patent Products are specified as standard equipment by designers throughout the Motor Industry.

Exclude . . .

DRAUGHTS, DUST & MOISTURE

WITH . . .

BRIGHT PATENT DRAUGHT EXCLUDERS

1938 — 1955	1947 — 1955	1948 — 1955	1952 — 1955
"SPLIT-TUBE"	"USEAL"	"SNAPPON" M.S. TYPE	"SNAPPON" M.E. TYPE

OTHER DESIGNS AVAILABLE TO SUIT INDIVIDUAL REQUIREMENTS

AS FITTED BY

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for all Cars in all Climates

- **Draught, dust and moisture proof.**
- **Each door fitted in 30 seconds without tools.**
- **Flexible for any contour.**
- **Eliminates tacking strips and tacks.**
- **Made from the finest materials available.**
- **Replacements easily fitted by the owner.**

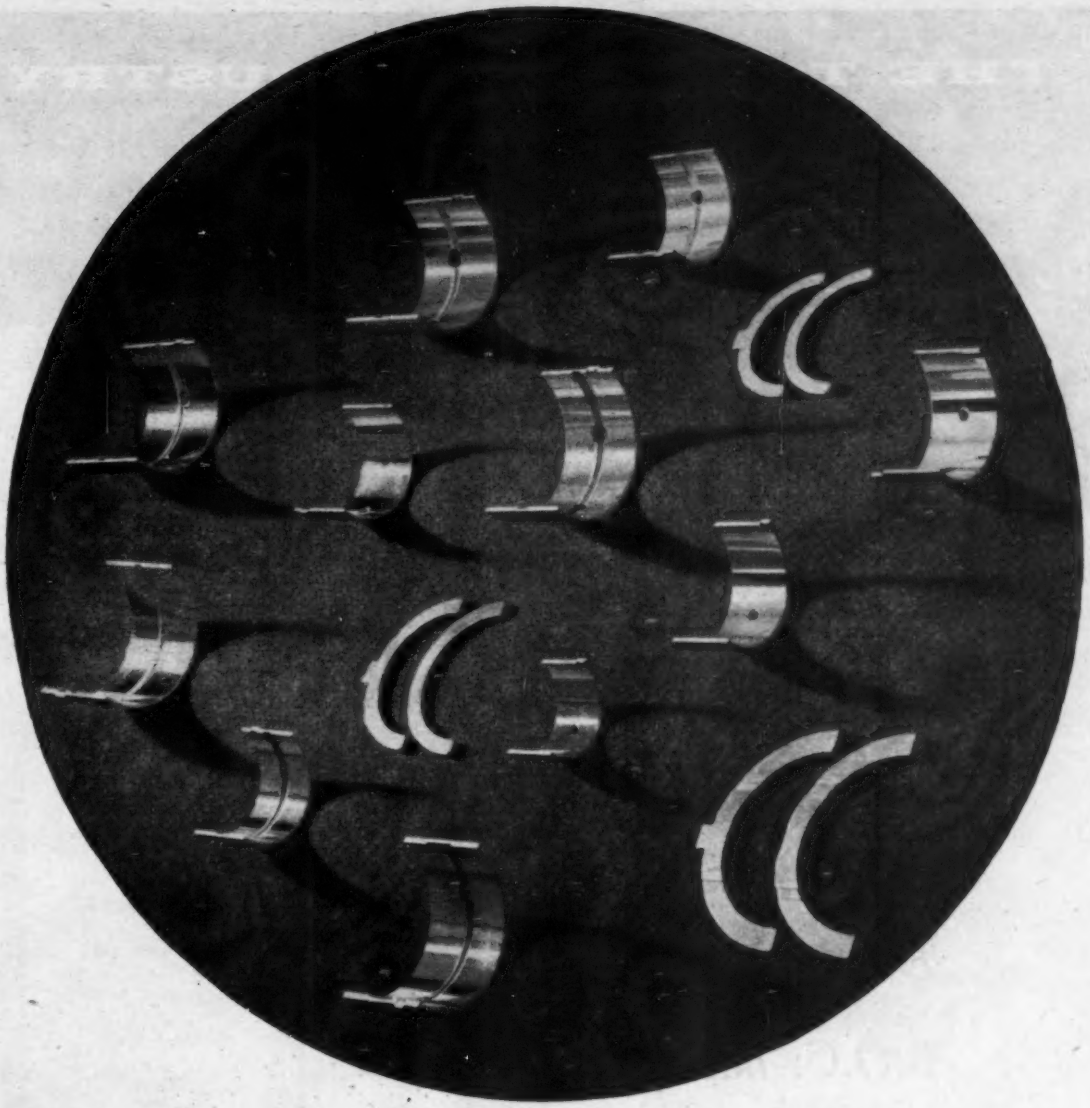
"**BRIGHT**" **Patent Door Seals, Mouldings and Beadings** are covered by one or more of the following British Patents: 516,472, 522,025, 548,757, 588,898, 617,595, 631,890, 649,137, 655,268, 655,299, 700,254, 702,743, 705,093, 705,634, 707,757, 708,245, 711,371, 27756/52, 28547/52, 14051/53, 10723/54, 13482/54, 35264/54, 2363/55, 4948/55, 5902/55.
Patents and Patents Pending in all the principal countries of the World. Also covered by registered designs.

BRIGHT MANUFACTURING CO. LTD.,

METEOR WORKS
COVENTRY

Cables & Telegrams: DRAFTEX, COVENTRY

Telephone: COVENTRY 2550



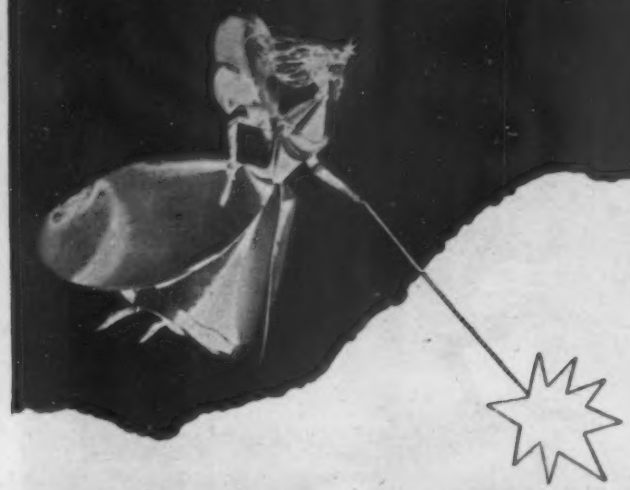
These are Glacier bearings
supplied to the Austin Motor Company for
current production models

GLACIER

suppliers to Austin for over 30 years

THE GLACIER METAL CO. LTD., ALPERTON, WEMBLEY, MIDDLESEX

THE TORCH OF INDUSTRY



CONGRATULATIONS

AUSTIN OF ENGLAND!

During fifty years
B.O.C. has supplied
the Austin Motor Company
with welding gases and equipment.

BOC BRITISH OXYGEN

Photographs by courtesy of The Austin Motor Company Limited, Longbridge, Birmingham.

CAMBRIDGE

The seats and interior panelling of the Cambridge A50 Family Model are upholstered in 'Vynide'.

AUSTIN'S choice—'Vynide'

NASH 'METROPOLITAN'

'Vynide' is used for Hood and Tonneau covering, Seat Backs, Panelling, Borders, Wheel Cover.

Warmest congratulations to the Austin Motor Company Limited from the Leathercloth Division of I.C.I., who, as manufacturers of 'Vynide', are proud to be associated with the current range of Austin productions.

'Vynide' keeps its smart appearance through years of hard wear. It is oil, stain and burn resistant—and easy to keep clean with soap and water.

'Vynide'—*best in the long run*

'Vynide' is the registered trade mark of the p.v.c.—coated fabric manufactured only by the Leathercloth Division of Imperial Chemical Industries Ltd.

IMPERIAL CHEMICAL INDUSTRIES LTD., LONDON, S.W.1.

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V.15A

see what

3M COMPANY

is doing for the motor industry

3M COMPANY

ABRASIVES

Years of constant research and development by 3M have resulted in the NEW type DISCS which have revolutionised disc sanding methods. Their rugged construction ensures faster cutting action and longer disc life than any other type of disc.

3M "WETORDRY" 'Tri-M-ite' paper—the original and still the world's finest waterproof sandpaper has unfailingly accurate mineral grading ensuring evenness of cut and a perfect finish without scratches on every job.

'SCOTCH BOY' Masking Tapes

The modern masking tape built for high temperature masking—resists breaking, lifting, adhesive transfer and splitting. Positively eliminates staining. Withstands temperatures of 300 degrees Fahrenheit on the lightest colours. Balanced construction plus uniform high quality assures faultless masking on every job.

3M COMPANY

ADHESIVES & SEALERS

3M Company continue to keep pace with the new needs of design and production teams. 3M Adhesives and Sealers are developed and tailored to your specific operations and produced to hold and seal to the very highest standards.

★ 3M *Technical Service Division are always on call—they have the experience and "know how" to help you with your production line problems—or in the development of new products for future use.*

Photographs by courtesy of Fisher & Ludlow Ltd.

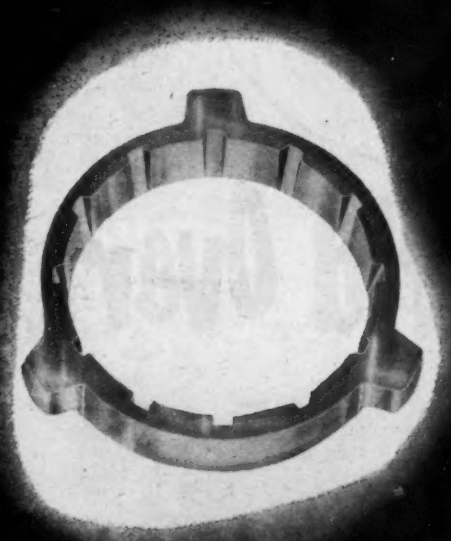
3M *Automotive Manufacturing Products are used on the production lines of almost every British Motor car and body manufacturer.*

MINNESOTA MINING & MANUFACTURING COMPANY LTD.

LONDON • BIRMINGHAM • GLASGOW • MANCHESTER

FOR

Diecastings as strong as steel



AS SPECIFIED FOR USE ON THE *Austin* RANGE TO WHOM QUALITY AND SERVICE ARE OF PARAMOUNT IMPORTANCE.

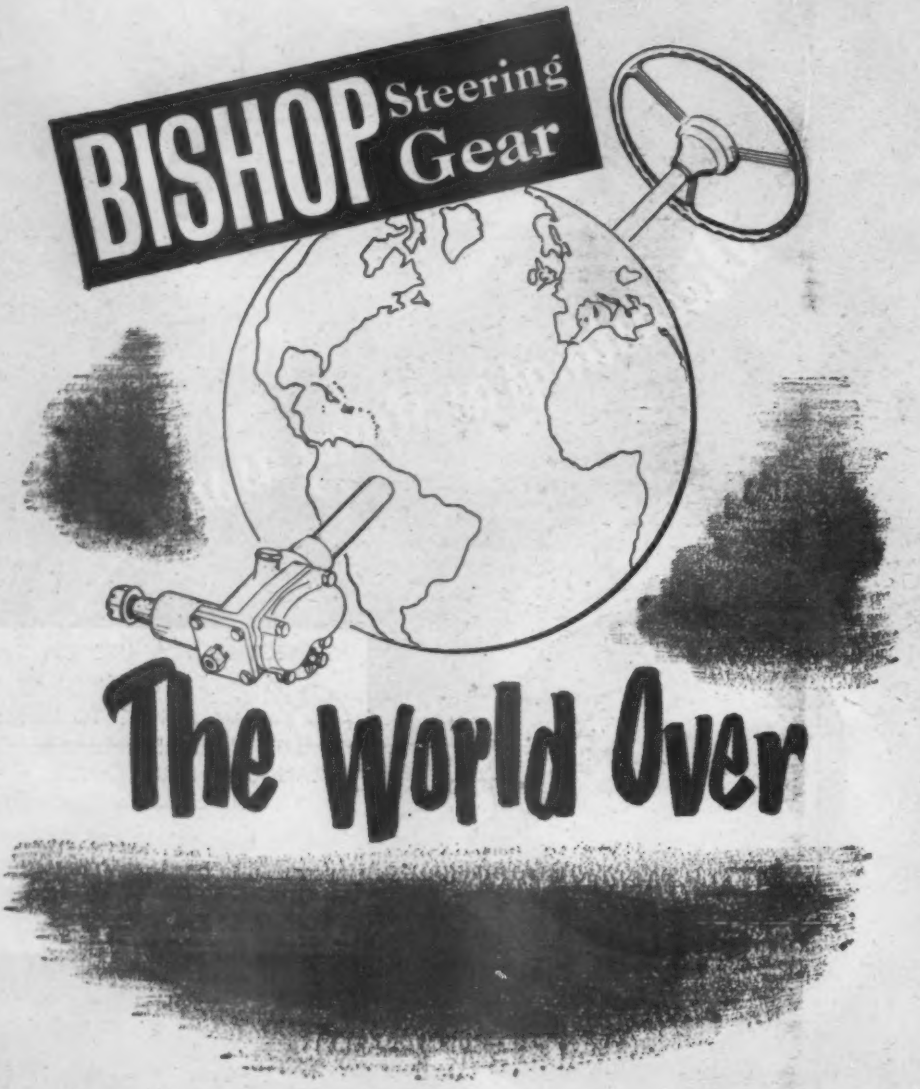
OUR PRODUCTIONS ARE BACKED WITH THE BENEFITS OF OVER A QUARTER OF A CENTURY'S SPECIALISED EXPERIENCE.

ALUMINIUM BRONZE CO., LTD.

Wallows Lane · Walsall · Staffs.

Telephone: WALSALL 2108 (3 lines)
Telegrams: "ABCO-WALSALL"

CONGRATULATIONS TO THE AUSTIN MOTOR COMPANY ON ITS GOLDEN JUBILEE



Cam Gears Ltd · Luton · Beds

The stone cast in a pool sends ripples to the furthest shore—

Austin of England

Three words, synonymous with dependability in every language: three words enhancing the prestige of Britain the world over—today a symbol of the great organisation, which within the span of fifty years has grown from the Austin Motor Company at Longbridge.

Girling, who for nearly half that time have been making the best brakes in the world, offer their congratulations, and express their wishes that the years to come will continue to see Austin of England . . . . .

Way Out Ahead

GIRLING

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED · KINGS ROAD
TYSELEY · BIRMINGHAM · 11

BRAKES · DAMPERS · Chassis Engineering

BEARING in mind

your problems . . .

MARSHALL OSBORNE

Suppliers to the Austin Motor Co. Ltd.

of

BRONZE COMPONENTS

We offer our congratulations to

The Austin Motor Co. Ltd.

on its

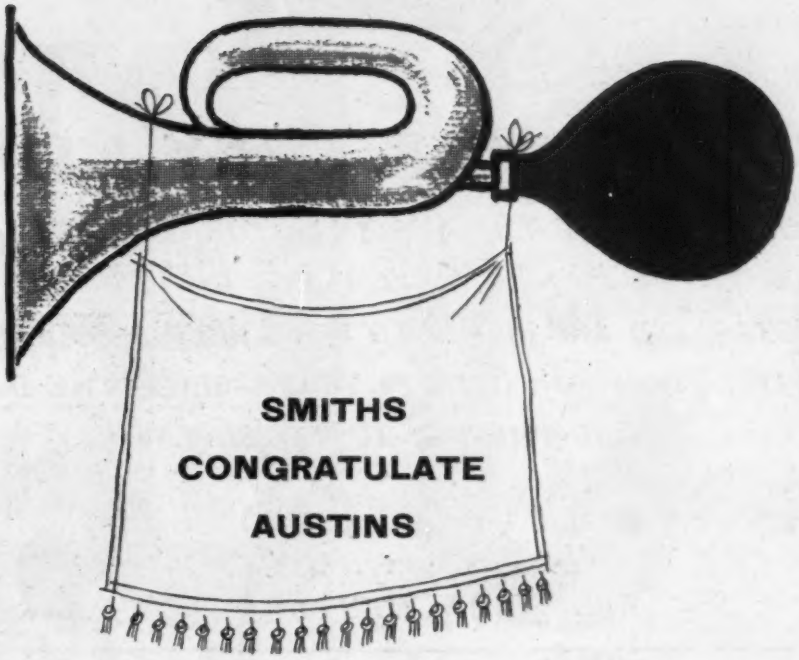
GOLDEN JUBILEE

For your requirements in

PHOSPHOR BRONZE

consult

Marshall Osborne & Co., Ltd.



Smiths congratulate Austins . . .
on the leading place that fifty years of vigorous and well directed enterprise has won and maintained for them in Britain's most virile and competitive industry.

Smiths congratulate themselves . . .
on their fifty-year association with the Austin Motor Company Limited, and on the fact that the dependable Austin for fifty years has had dependable instruments by Smiths.

SMITHS *accessories for better motoring*

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2.

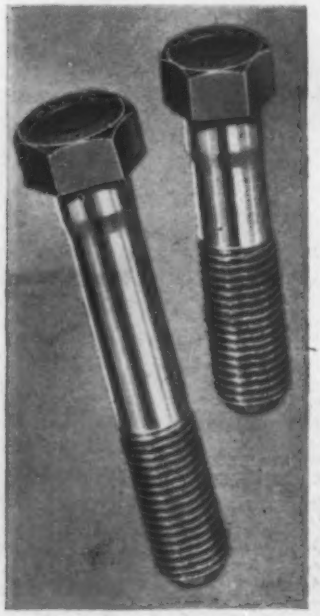
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

WILLIAM E. CARY LTD

CONGRATULATE THE AUSTIN MOTOR COMPANY LTD. ON THEIR FINE ACHIEVEMENTS IN THE PAST 50 YEARS, AND ARE PROUD TO HAVE BEEN ASSOCIATED WITH THEM FOR OVER 30 YEARS—SINCE THE DAYS OF THE 1922 AUSTIN SEVEN

•

WILLIAM E. CARY LTD.
Springmakers since 1848.
MANCHESTER.



NEWTON PRECISION speeds Austin PRODUCTION

NEWTON Precision Fasteners have become accepted throughout the motor industry as a standard of high precision workmanship and finish. Leading firms specify NEWTON products with a confidence based on a long and successful association with the problems of the automobile engineer.

NEWTON PRECISION FASTENERS

L. H. NEWTON & CO. LTD. *Head Office and Factories:* NECHELLS, BIRMINGHAM 7 *Telephone:* EASt 1551 (16 lines)
Branch Offices: LONDON, COVENTRY, MANCHESTER, BRISTOL and DUBLIN
Represented in: SOUTH AFRICA, NEW ZEALAND, INDIA, SOUTH AMERICA, DENMARK, NORWAY, HOLLAND, CEYLON and all MIDDLE EAST COUNTRIES

BMC

officially recommend

SHELL X-100 MOTOR OIL

AUSTIN

MORRIS

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M.G

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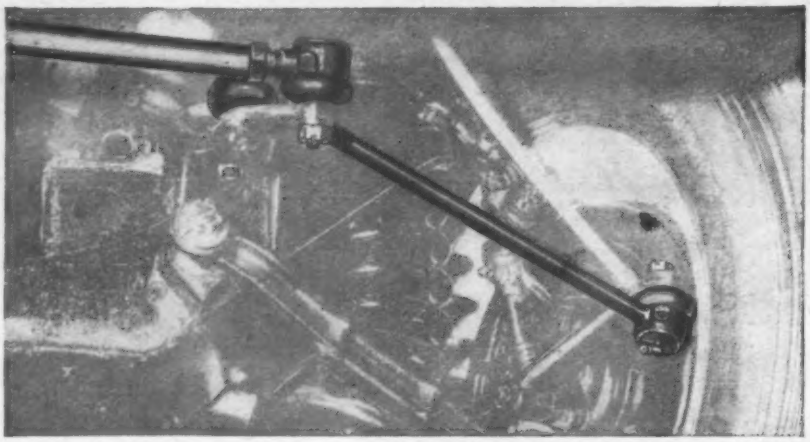
Your dealer will tell you the correct grade for your car

FIFTY YEARS OF MOTORING PROGRESS—

CONGRATULATIONS



Austin

MOTOR COMPANY LTD.

ON YOUR

GOLDEN JUBILEE!

EP

ENGINEERING PRODUCTIONS

(CLEVEDON) LIMITED

STEERING
SAFETY
ASSURED BY

TELEPHONE 2354

CLEVEDON
SOMERSET

GRAMS ENGPRODUCS

STEERING BALL JOINTS AND TRACK RODS FOR CARS AND COMMERCIAL VEHICLES

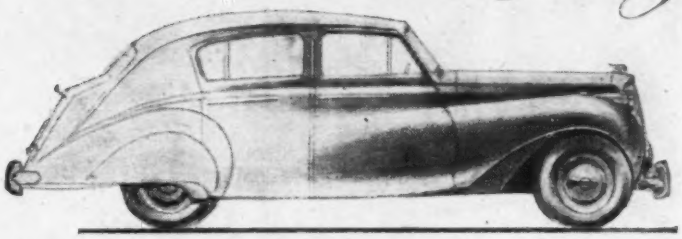
50 YEARS OF AUSTIN EXPERIENCE STAND BEHIND THEIR CHOICE OF RISTS CAR CABLES

RISTS WIRES & CABLES LTD

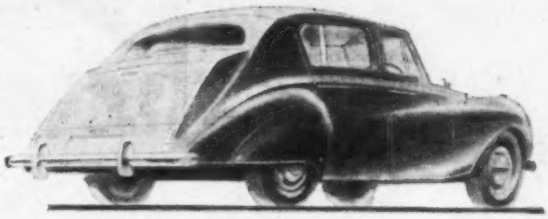
LOWER MILEHOUSE LANE • NEWCASTLE-UNDER-LYME • STAFFS

FOUR MODELS

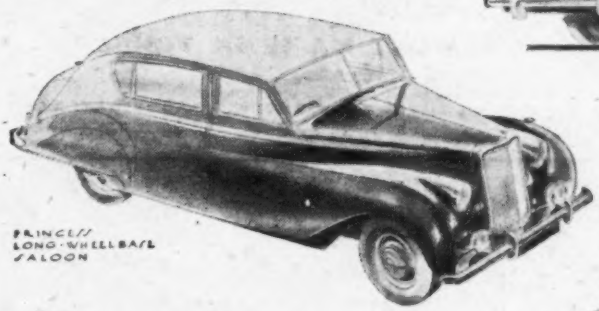
One Tradition



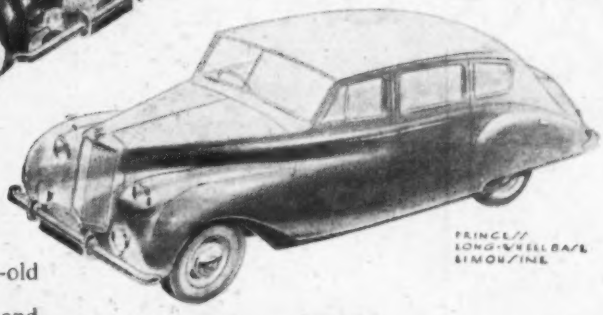
PRINCESS COACHBUILT SALOON



PRINCESS TOURING LIMOUSINE



PRINCESS LONG-WHEELBASE SALOON



PRINCESS LONG-WHEELBASE LIMOUSINE

EACH designed and fashioned in every detail to gratify individual requirements, each built to the age-old standards of the English coachbuilder and yet employing today's materials and techniques, the four Vanden Plas "Princess" models present the quintessence of motoring comfort in this generation.

Vanden Plas

PRINCESS

Coachwork on the Austin 'A 135' Chassis

Prices from £2,359 . 17 . 6 to £2,834 . 9 . 2 inc. P.T.

VANDEN PLAS (ENGLAND) 1923 LTD., KINGSBURY WORKS, KINGSBURY RD., LONDON, N.W.9. TELEPHONE: COLINDALE 6171-2

WOOD

for the world's finest cars

The smooth, polished beauty of wood conceals remarkable strength and resilience. Throughout the last half-century Glikstens have supplied Austins with vast quantities of wood for car construction and furnishings. Many of the timbers —hardwoods, plywood, softwoods and veneers—come from Gliksten's own lands which are among the world's most fertile forests.

GLIKSTEN *THE FOREMOST NAME IN TIMBER*

TELEPHONE: AMHERST 3300 J. GLIKSTEN & SON LIMITED · CARPENTERS ROAD · STRATFORD, E.15

PARK GATE

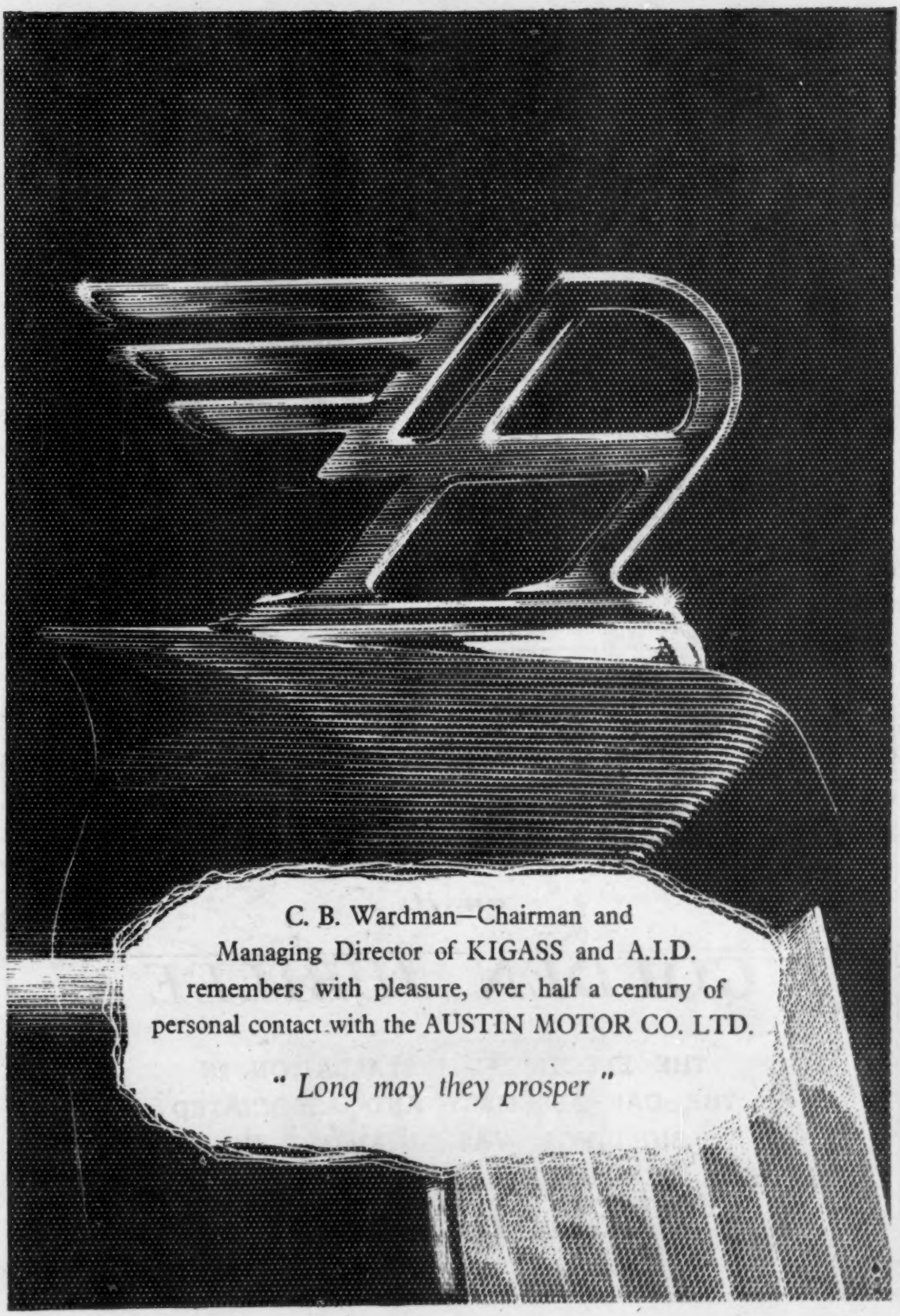
We offer our congratulations to The Austin Motor Co. Ltd., on the occasion of their Golden Jubilee.

It gives us great satisfaction to record that every Austin Car contains Park Gate Steel.

QUALITY STEELS for The Motor Industry

PARK GATE IRON & STEEL CO. LTD., ROTHERHAM

TELEPHONE: ROTHERHAM 2141 (10 lines) TELEGRAMS: YORKSHIRE, PARK GATE, YORKS

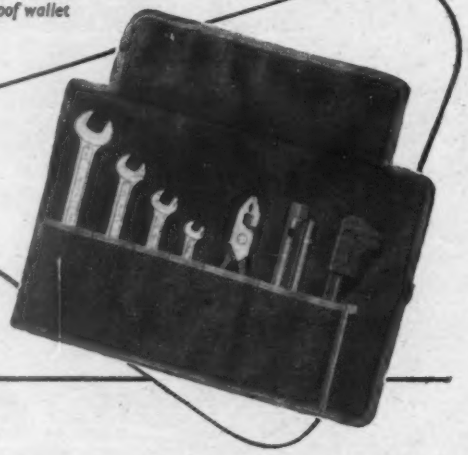

C. B. Wardman—Chairman and
Managing Director of KIGASS and A.I.D.
remembers with pleasure, over half a century of
personal contact with the AUSTIN MOTOR CO. LTD.
" Long may they prosper "

AN AUSTIN APPROVED TOOL KIT

Specially designed for your new Austin, light and strong, 'Super Slim' Tools are an essential to carefree motoring.

THE SUPER SLIM TOOL KIT

with water-proof wallet



RETAIL PRICE

25/-

- Forged from High Tensile Steel
- Cadmium Plated Finish
- Exceptional Value

OBTAINABLE AT AUSTIN DEALERS EVERYWHERE

Congratulations to

THE **AUSTIN** MOTOR CO. LTD.

on its

GOLDEN JUBILEE

THE ELECTRICAL INSTALLATION IN THE CAR ASSEMBLY AND ASSOCIATED BUILDINGS WAS ENTRUSTED TO

LEE BEESLEY

LET US CONGRATULATE THE

AUSTIN MOTOR COMPANY

ON THE OCCASION OF ITS

GOLDEN JUBILEE

and take great pride in having been closely associated with Austin's as suppliers throughout the whole of their long and distinguished history.

Sankey

OF WELLINGTON

JOSEPH SANKEY & SONS LTD · HADLEY CASTLE WORKS · WELLINGTON · SHROPSHIRE

Congratulations to the Austin Motor Company Ltd on the occasion of their Golden Jubilee.

Imperial Chemical Industries Ltd Paints Division are proud of their long association with the Austin Motor Company Ltd as paint suppliers

IMPERIAL CHEMICAL INDUSTRIES LIMITED LONDON SWI

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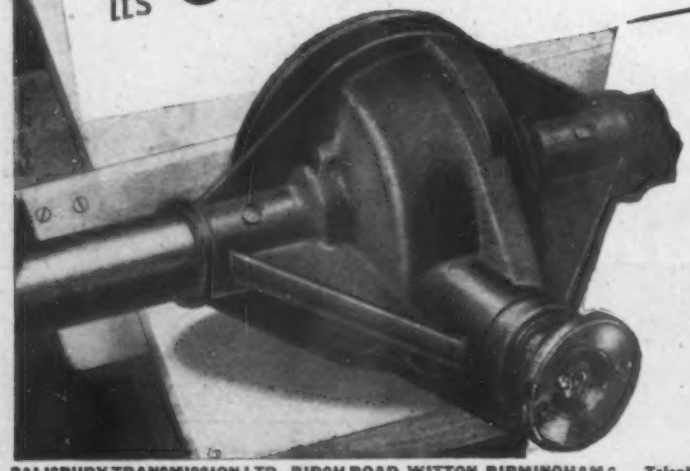
Congratulations to
THE AUSTIN MOTOR CO. LTD
on attaining
its GOLDEN JUBILEE

FROM

Salisbury



TRANSMISSION LTD

MANUFACTURERS OF

SALISBURY
HYPOID AXLES

AND OTHER COMPONENTS SUPPLIED TO THE AUSTIN MOTOR COMPANY

Salisbury Axles are specially designed to meet the specific requirements of cars from 750 c.c. to 5,000 c.c. and commercial vehicles, industrial trucks and dumpers up to 30 cwt. payload. Manufacturers are invited to contact our Technical Advisory staff.

SALISBURY TRANSMISSION LTD., BIRCH ROAD, WITTON, BIRMINGHAM 6. Telephone: EAST 3205. Telegrams: Salisaxle, Birmingham 6.

For 50 years AUSTIN have always recommended

MOBILOIL

Mobiloil

MADE BY THE MAKERS OF MOBILGAS

Dunelt join in the Jubilee congratulations.

It has been our privilege and pleasure to supply all grades of Dunelt Alloy Steel for many years for the ever-successful Austin Cars.

Many Happy Returns
TO
AUSTIN OF ENGLAND

DUNFORD & ELLIOTT (SHEFFIELD) LTD., ATTERCLIFFE WHARF WORKS, SHEFFIELD 9.

FIRTH BROWN TOOLS LTD
SHEFFIELD

offer their congratulations to
The Austin Motor Co. Ltd.,
Birmingham —
on their Golden Jubilee and are
proud to have supplied them with
Precision Tools for the past 50 years

Far better Tools - from every point of view

CONGRATULATIONS

on your Golden Jubilee

Congratulations to the Austin Motor Company upon their Golden Jubilee. As suppliers of vital components for the famous Austin range of vehicles we are proud of our long service to this great Organisation.

Rubery, Owen & Company Ltd.

DARLASTON, SOUTH STAFFS. Telephone DARLASTON 130

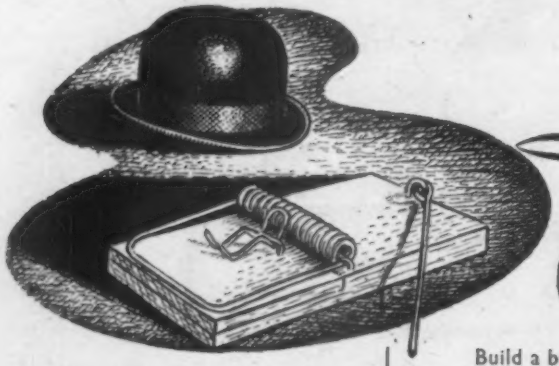
and Associated Companies of the Owen Organisation.

London Office: Kent House, Market Place, Oxford Circus, W.1.

We are proud to have been associated with the Austin Motor Company for many years and offer our congratulations on their Golden Jubilee.

BURGESS PRODUCTS COMPANY, LIMITED.
SILENCER DIVISION, HINCKLEY, LEICESTERSHIRE.

Silenced by **BURGESS**



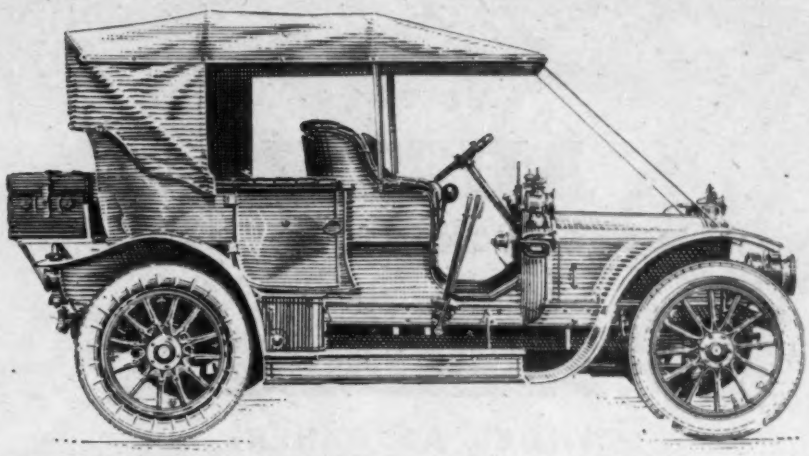
Formula for success?...

Build a better mouse trap? Buy a new hat? These are only two of the many formulae advanced for ultimate success. Looking at the phenomenal achievements of Austin over a short span of fifty years we are of the opinion that they also have a formula—**to give the customer something better than he anticipates at less than he expects to pay.** The success of this policy has certainly accounted for **our** gratifying growth in the last few years. In this comparatively short period we have made about 1,000,000 seat frames and other tubular assemblies and a large proportion of these were supplied to Austin. They are used in the famous A30, A40, A50 and A70 models. For the Sheerline, Princess, Austin-Healey and Nash-Metropolitan and in Austin trucks, pick-ups and vans. In supplying Austin we have certainly hitched **our** wagon to a star!

Rex Arnold
& CO LTD
TUBE MANIPULATORS

REX ARNOLD & CO. LTD. · FACTORY CENTRE · BIRMINGHAM 30

1905 - 1955



One of the first Austins, designed in 1905 — a 40 h.p. Phaeton, upholstered in Connolly Leather

Drawn from a photograph

AUSTIN

SINCE 1905

AUSTIN CARS

HAVE BEEN UPHOLSTERED IN

Connolly LEATHER

FIFTY YEARS

of continuous and expanding business association of which we are very proud

CONNOLLY BROS. (CURRIERS) LTD

Producers of fine leather since 1878

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ARMSTRONG PATENTS CO., LTD.
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PIPEWORK *for—*

Cast Iron, Steel and Copper Mains for Water, Fire, Compressed Air, Steam, Sewerage and Gas, etc.

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PLUMBING & ENGINEERING CONTRACTORS
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We Congratulate the
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MOTOR COMPANY LTD.
COVENTRY RADIATOR & PRESSWORK CO., LTD.

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●

SPRING SEATING SPECIALISTS

After more than 25 years business relationship with

THE AUSTIN MOTOR CO., LTD.

We offer our sincere congratulations on the occasion of their Golden Jubilee.

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Tel: Whaley Bridge 204 (6 lines)

Birmingham Branch
60 Penn Street,
Aston Cross,
Birmingham, 4.
Tel: Aston Cross, 5989

KAR-VEL CARPETS

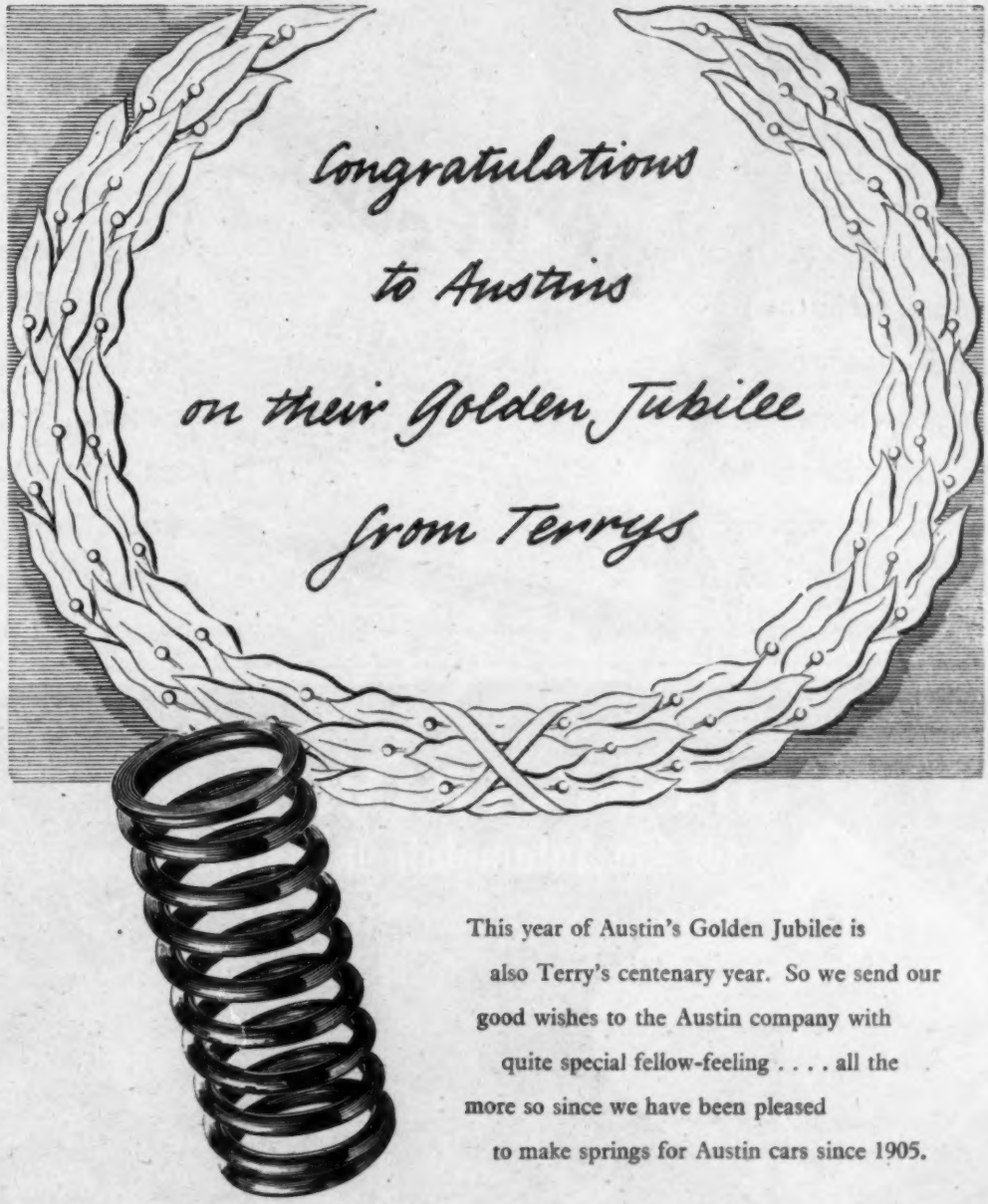
ARE FITTED BY

THE AUSTIN MOTOR Co Ltd

TO WHOM WE OFFER SINCERE CONGRATULATIONS ON THE ATTAINMENT OF ITS JUBILEE

●

JOHN CROSSLEY & SONS LTD HALIFAX



This year of Austin's Golden Jubilee is also Terry's centenary year. So we send our good wishes to the Austin company with quite special fellow-feeling . . . . all the more so since we have been pleased to make springs for Austin cars since 1905.

HERBERT TERRY & SONS LIMITED, REDDITCH, ENGLAND

Ⓟ87

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OVER A CENTURY OF SERVICE

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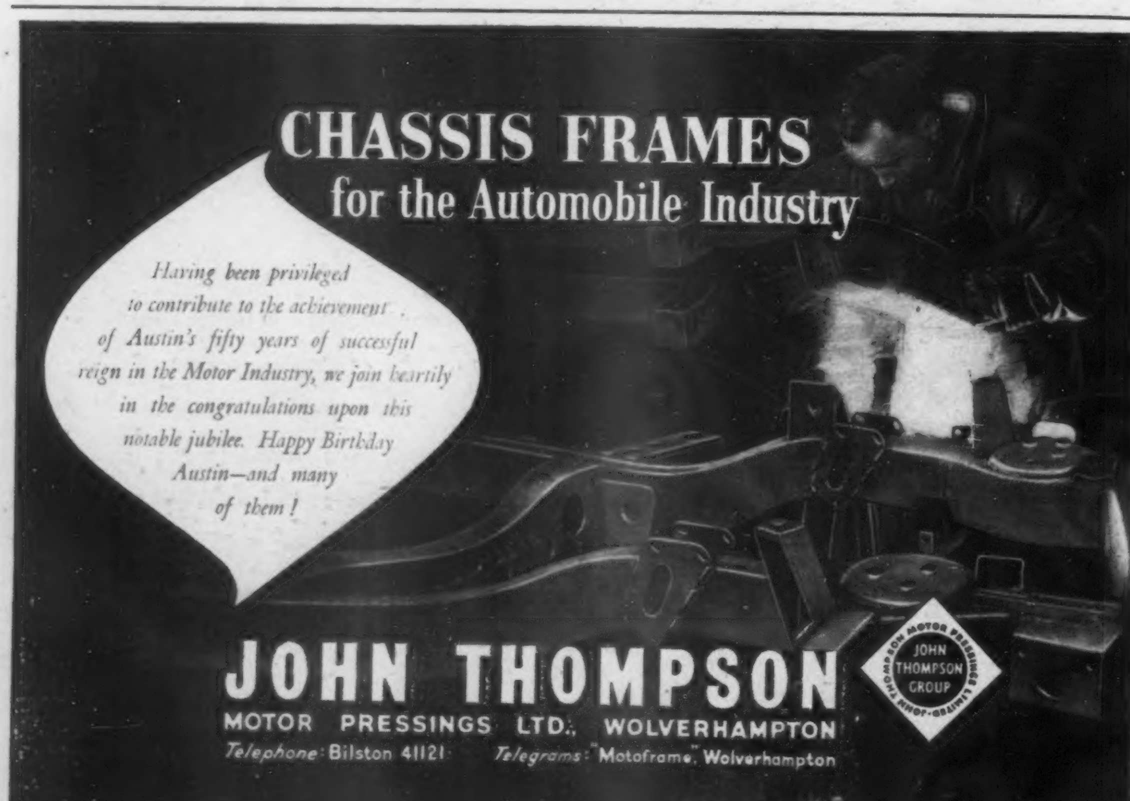

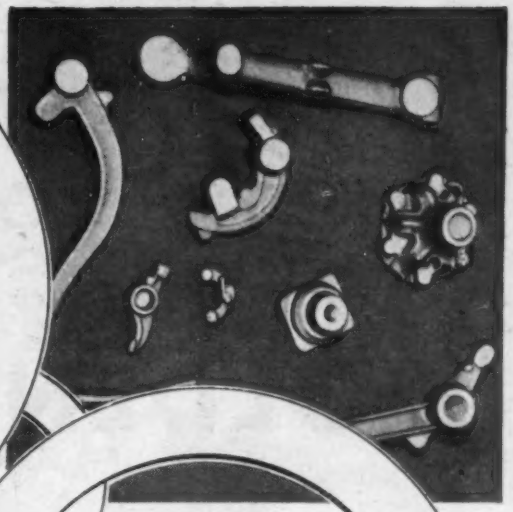

36 YEARS
OF SUCCESSFUL
CO-OPERATION AND
STILL FORGING
AHEAD

We offer our Congratulations to the Austin Motor Company upon their Golden Jubilee. Our long association and service to this world-famous organisation is an achievement we cherish. We have supplied precision drop forgings for every model of vehicle they have produced.

Our Sales and Technical staff are always ready to co-operate with other interested manufacturers in this field of service.

Both Link Quality with Service

GEORGE MORGAN
LIMITED

SELLY OAK, BIRMINGHAM 29

CONGRATULATIONS

to the

AUSTIN MOTOR Co. Ltd.

on their

GOLDEN JUBILEE

from

VOWLES ALUMINIUM FOUNDRY Co. Ltd.

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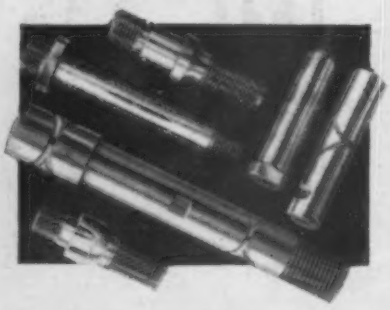
one of Their Aluminium Diecasting Suppliers

Aero & General

MACHINISTS LIMITED

are proud to be associated with the production of the world's most **celebrated** *vehicles*



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ATTENTION SALES DEPARTMENT A.C.

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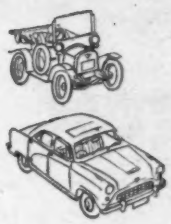
CONGRATULATIONS TO AUSTIN
on 50 years of outstanding progress

time *has proved the Quality*



and . . .
the Motor Industry has proved the efficiency and long life of Concentric Components.

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MACHINED COMPONENTS OF ALL KINDS
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On the latest AUSTIN A.90 you will find VOKES FILTERS

. . . just as you could find Vokes filters on many of the other outstanding Austin cars of this half-century. An air filter/silencer was used on the A.90 Atlantic, for example, and Vokes filters were fitted to the Austins which took part in the famous "round-the-world" trip in 1951. Austin are to be congratulated on completing 50 years of fine car-building—and Vokes are proud to have been associated with them on so many occasions.

VOKES *pioneers of scientific filtration*

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REPRESENTED THROUGHOUT THE WORLD
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Manufacturers of
WEATHER SEALING STRIPS AND OTHER RUBBER COMPONENTS

We are proud to be associated with
The AUSTIN MOTOR CO. LTD.
IN THEIR
GOLDEN JUBILEE YEAR

STEAM POWER for the MOTOR INDUSTRY

Rickett's Steam Carriage of 1860. *(Picture Post Library)*

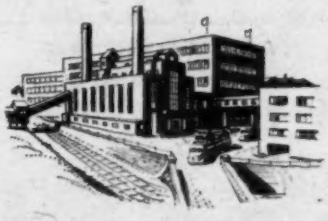
At the Longbridge car works of the Austin Motor Co. Ltd., four Babcock 60,000 lb./hr. boilers are installed; and four smaller units at the nearby commercial works. These installations include Babcock coal-handling plant, and also jib and overhead travelling cranes.

Sincere congratulations to the Austin Motor Co. Ltd. upon their Jubilee—an occasion to recall the earliest days of "motoring" when the pioneers ventured forth propelled by steam.

Today, steam is much more important to the British motor industry, for it is the driving force behind the production of over a million vehicles a year.

British industry as a whole depends largely, for electric power and processing, upon steam generated by Babcock boilers.

The largest industrial boilers in Britain are Babcock built and more than half the boiler-plant in our central power stations was manufactured by the Babcock organization.



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BABCOCK & WILCOX LTD. THE LARGEST BOILER MAKERS IN THE WORLD. MAKERS OF COMPLETE STEAM-RAISING PLANT, WATER TUBE BOILERS, SHELL BOILERS, TRAVELLING GRATE STOKERS, "OLDBURY" STOKERS, SPREADER STOKERS, PULVERIZED FUEL PLANT, COAL, ASH AND DUST HANDLING EQUIPMENT, WASTE-HEAT RECOVERY PLANT, CRANES, ETC. BABCOCK HOUSE, FARRINGDON ST. LONDON, E.C.4

Congratulations

50

The BROCKHOUSE ORGANIZATION through its various companies has long been associated with the Austin Motor Co. Limited. It is with pride and pleasure that we congratulate them on their Golden Jubilee marking fifty years of progress and service to commerce and industry.

J. BROCKHOUSE & CO. LTD.

VICTORIA WORKS WEST BROMWICH STAFFS.

CONGRATULATIONS

To

THE AUSTIN MOTOR Co. LTD.

on the occasion of their

GOLDEN JUBILEE

•

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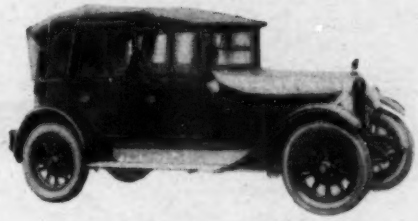
FROM

SILENTBLOC LTD

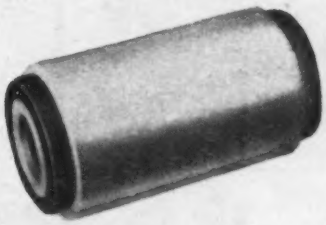
and the ANDRE RUBBER CO. LTD



Austin 12-1925. The first car fitted with Silentbloc Flexible Bearings.

Silentbloc is proud to have been associated with the Austin Motor Co. Ltd. since 1927, when the first flexible bearings were fitted to an Austin 12.

In 1955, Silentbloc maintains the lead in the design of flexible components, and continues to supply the needs of the Austin Company.



Silentbloc Extended Rubber Flexible Bearings for Rear Springs.

Silentbloc Taper Bushes for I.F.S.

Bonded and Moulded rubber components are made by the Andre Rubber Co. Ltd.

The New Silentbloc Factory at Crawley

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MANOR ROYAL · CRAWLEY · SUSSEX

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ANDRE RUBBER CO. LTD

KINGSTON BY-PASS · SURBITON · SURREY

ELMBRIDGE 6580

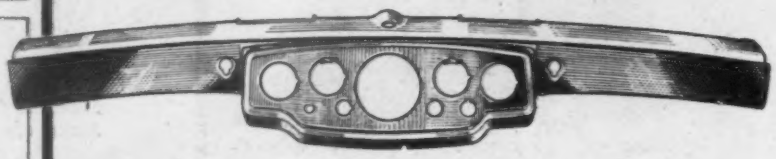
NP23

Illustrated is a one-piece instrument panel moulded from 'phenolic' plastics for the first post-war model Austin Sixteen.

It's really surprising

. . . . . what a lot was going on round about the turn of the century. The Austin Motor Company was getting itself born, the aeroplane was beginning to flutter tentatively through the sky, and rumours of strange new man-made materials were afoot in the industrial world.

The commercial development of plastics and the internal combustion engine were roughly contemporary — and now National Plastics are producing plastics components for motor cars on a scale to match the phenomenal output of to-day.



NATIONAL PLASTICS

NATIONAL PLASTICS (SALES) LTD., Sales Organisation for BRITISH MOULDED PLASTICS LTD., Avenue Works, Walthamstow Avenue, London, E.4. *LARkswood 2323*

AUSTIN

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water-cooled phosphor bronze

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PHOSPHOR BRONZE & GUNMETAL

Bearings & Bushes

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with a professional touch

In 1954, the Austin Motor Company—closely followed by the whole of the British Motor Corporation—included in the tool kit of every new car a matching Tipon Touch-Up applicator and, at the same time, made them available to existing Austin owners through their Distributors and Dealers.

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Congratulations on the occasion of their Golden Jubilee to Austin's who so ably carry on the traditions set by their Founder, the late Lord Austin, 50 years ago, from

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Specialist **PAINT** Manufacturers to the Motor Trade

Suppliers to Austins for 40 Years

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Manufactured by **TUBE PRODUCTS LTD.**

the largest suppliers of ***E****lectric* ***R****esistance* ***W****elded*

steel tubes to the British Motor Industry

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FOR YOUR AUSTIN

★ Easy starting and warmer car heating in cold weather
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★ Flap adjustable to 3 positions.
★ Radiator muffs also available.

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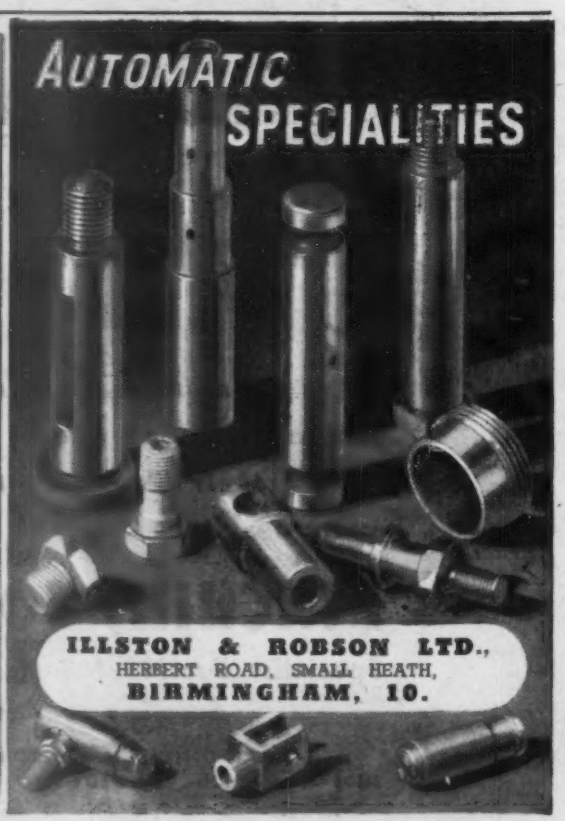

ILLSTON & ROBSON LTD.,
HERBERT ROAD, SMALL HEATH,
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The REGENT OIL COMPANY

congratulates

Austin

of England

on 50 years of

splendid achievement

REGENT

HAVOLINE MOTOR OIL

REGENT BENZOLE MIXTURE

To AUSTIN'S ---
from PROJECTILE

HEARTIEST CONGRATULATIONS

The PROJECTILE & ENGINEERING Co. (whose large-scale production of chassis frames and car components gives them a direct interest in the motor industry) feel it an honour to join in celebrating the Golden Jubilee of the great Austin Motor Company, which has been responsible for so much service and pleasure to all ranks of society and has so potently contributed to our country's overseas trade.

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We are proud to be suppliers to the

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Motor Co. Ltd.

COOPERS MECHANICAL JOINTS LTD.

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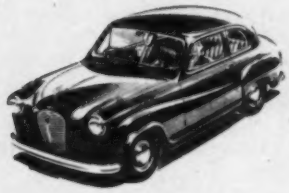
LEATHERCLOTHS *for* AUSTINS

We are proud of our long association with The Austin Motor Co. Ltd. as suppliers of leathercloths for their wide range of cars, and hasten to add our congratulations to the many good wishes that will come from all over the world.



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A superior nitro-cellulose finished leathercloth suitable for pasting and showing admirable abrasion resistance.

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It's the finish that counts...

It's the finish that counts...

It's the finish that counts...

When you praise the still gleaming paintwork on a car that was new a long time ago you are almost certainly admiring a GLASSO finish. Today's new cars, too, rely on GLASSO for the look that will last. General & Industrial Paints Limited have been supplying GLASSO finishes to the famous Austin organisation for many years. The GLASSO brilliance shines through the dullest day. Its hard, protective quality mocks at all weathers. And its durability keeps the bodywork brighter, longer. From start to 'finish' GLASSO lasts.

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The Austin Motor Co. Ltd., is the wish of
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who are proud to have been Austin Production
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P.B. COW & CO LIMITED

offer their congratulations to the

AUSTIN

Motor Company on the occasion of their Golden Jubilee

P. B. Cow & Company Ltd., are pleased to associate themselves with the supply of rubber mouldings for the manufacture of Austin Motors.

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Springs, wire shapes and pressings in any quantity from 1 to 1,000,000 at competitive prices with quality and service as our watchwords.

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AUSTIN GOLDEN JUBILEE

BELFAST

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Congratulate

THE AUSTIN MOTOR COMPANY

on the occasion of its

GOLDEN JUBILEE

BIRMINGHAM

from **premier** *to* **AUSTIN**

On Their Golden Jubilee

The name "Austin" has figured prominently in the history of automobiles almost from the first appearance of the "horseless carriage", and throughout the years Premier has been proud to be associated with a name that is the hallmark of quality in motoring.

IN BIRMINGHAM IT'S

premier

for

AUSTIN

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AUSTIN GOLDEN JUBILEE

BIRMINGHAM, 6

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1905 — 1955

44

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100% AUSTIN 100%

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Golden Jubilee

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Celebrate their own

Silver Jubilee

AS AN

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CARS, TRUCKS and VANS

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By Experienced Mechanics

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from:—

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WE HAVE BEEN
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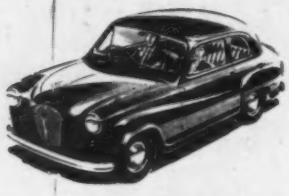
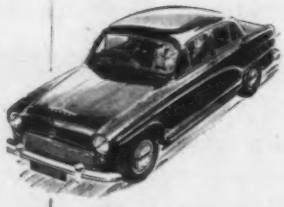
LONDON, W.1

Mr. PASS Congratulates AUSTIN





My association with Austin Cars over the best part of fifty years encourages my enthusiasm for the wonderful new A30, A40, A50 and A90 range.

★ *Well done Austin—and may your success long continue!*

We shall be pleased to give you a demonstration on any of the new Austin models.

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THE CAR PEOPLE

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AUSTIN GOLDEN JUBILEE

LONDON, W.1

Yes, but here's to the next 50 years?

All best wishes to

THE AUSTIN MOTOR CO. LTD.

from

UNIVERSITY MOTORS LIMITED

7, HERTFORD STREET,
LONDON, W.1.

A UM COMPANY

LONDON, W.5

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AUSTIN GOLDEN JUBILEE

LONDON, W.C.2

We

send our best

wishes to the great

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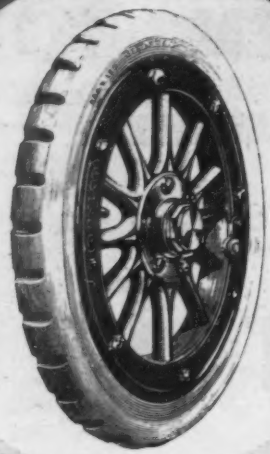

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The Autocar
FOUNDED 1895

No. 3110 Friday, 8 July 1955 Vol. 103

Restrictive

IT is no secret that the activities of the motor industry and trade were prominently amongst those that led to the enquiry of the Monopolies Commission into collective discrimination. The report, published recently, is emphatic in condemnation: "We are satisfied that all the types of agreements which we have examined do adversely affect the public interest, some to a considerably greater degree than others."

The restrictive practice which earns most disapprobation is resale price maintenance. This results in the customer finding that a certain product, and particularly if it is known by a famous brand name, costs the same wherever he shops. Enforcement of this kind of collective agreement has given rise to considerable unease in the public mind, for the power of the enforcing body is obviously great but mostly secret, whether by intent or not. We often wonder if the principals of big industries are sufficiently aware of the tyranny that can arise in such a context, for such independent organizations very much stimulate the question *Quis custodiet ipsos custodies?* Motor matters are handled by the British Motor Trade Association, and such information as became known about B.M.T.A. tribunals caused a certain repugnance that British legal procedure, so highly esteemed the world over, should be paralleled, if not parodied, in private. Attendance of one such tribunal did not impress this journal, but against that, it is fair to state, the report goes out of its way to commend the B.M.T.A. for the safeguards that it has applied to its quasi-legal procedures.

The unfavourable verdict of the report was a majority one, four members out of ten dissenting over resale price maintenance, *inter alia*. Nonetheless the majority recommended prohibition of the restrictive practices examined, and the Government will be hard pressed from both sides of the House to implement the conclusions of so outspoken a report. In particular, it will be called upon to note that Sweden has banned resale price maintenance and that the advocates of the practice have so far managed to put up only a very poor case. They maintain that it protects the consumer from deterioration of quality in the product and in its service after sales. It is difficult to see why open competition should not do the same thing.

Exception

IT may be, however, that the motor trade and industry methods would be held to fulfil the conditions necessary for the exceptional justification of restrictive practices: "Where final consumers . . . are unlikely to appreciate fully the risks resulting from faulty installation or service. Where an exclusive buying or exclusive dealing arrangement is designed to protect an industry of strategic importance or one which is peculiarly liable to competition from dumped imports. . . . There might be particular cases in which a common price agreement was found after enquiry to operate in the public interest, and where the effective operation of that agreement might depend upon the use of incidental practices of these types. . . . Where the arrangement is a necessary means of enabling smaller concerns in a trade to compete effectively with a very large concern in that trade. . . ."

Such definition might conceivably embrace the current motor practices, but the Commission, in allowing the possibility of exceptions, is strict in demanding adequate safeguards to prevent any further exploitation of the public—and exploitation is the term that should be applied in view of the report's conclusions. We do not envy the advocate who attempts to argue the case for special treatment especially in view of some of the prices currently charged for motoring items. Memories are also long over car purchase, and many motorists retain some feeling of resentment over their cavalier treatment by appointed dealers in the immediate post-war days when the prospects of real competition were even slimmer than they are today. In fact, the public mood is one in which a period of straight competition would be welcomed, especially in view of the tonic effect that the abolition of controls has had on the bigger economy of the nation.

Collective Discrimination: A report on Exclusive Dealing, Collective Boycotts, Aggregated Rebates and other Discriminatory Trade Practices. (H.M.S.O., 3s 6d.)

Fastest on the hill was A. E. Marsh, seen correcting a skid of the twin-wheeled 1,098 c.c. Cooper on the left-hand bend which the road makes over Stone Bridge

the glen—nothing to do with General Wade but owned by the Forestry Commission—dried out rapidly, and the speeds of the cars began to rise to satisfactory figures.

Last Saturday's climb was the first this season to count towards the British hill-climb championship, and Tony Marsh therefore scored maximum points by recording fastest time of the day. He was, additionally, second fastest (in another class) and then came Michael Christie, also scoring a double in two different classes for third and fourth fastest time o' day. Bill Sleeman was fifth in a straight 58.55sec, with just 2.43sec covering the first five. Rivalry, you might observe with some accuracy, and rivalry between varying cars, too, for Marsh drove a 1,098 c.c. blown Cooper with twin rear wheels for f.t.d. and an unblown version for second f.t.d.; Christie drove the Peter Bell blown 1,098 Cooper and the celebrated 1,980 c.c. E.R.A. for three and four f.t.d. and Bill Sleeman the silver 1,132 c.c. Cooper for fifth home.

"The Rest" isn't really a respecter of cars—it is just a bumpy, narrow, hard-edged mountain hill, with sometimes no more that fifteen feet in which to jink from side to side, calculated to make the driver who really means business feel a proper degree of fright. Mrs. Fielding,

Sunshine and Be Thankful

ROYAL SCOTTISH A.C. HILL-CLIMB (FIRST FOR CHAMPIONSHIP) RETURNS TO FINE-WEATHER FORM

SAY what you like, there is something about Rest-and-Be-Thankful that Shelsley and Prescott—not to mention Bo'ness—will never have. First and foremost, the spectator who places himself strategically, and with some of the assurance of a mountain goat, will see a car leave the start 1,425 yards away and watch it right the way to the finish, 350ft higher as the Waygood-Otis rises. That is spectator value, and at 2s 6d it is good value. Having once attended this hill-climb, the visitor tends to go on doing so, not on the basis that it is so nice when one leaves off, but because the climb is unique. Your reporter cheerfully undertakes the thousand-mile round trip each year and finds others afflicted with a similar madness—Eric Findon, for instance, wisecracking into the microphone, and a farmer friend from Aberdeen whose four hundred miles of enthusiasm must fit in with morning and evening milking.

Oh, and the competitors: Michael Christie from Buckinghamshire, Bill Sleeman all the way from Australia (though he made the first leg of the journey some years ago) and Don Parker this year from Battersea. We had all hoped to see Ken Wharton defending his title of monarch of the glen, but the Silverstone injury kept him away. However, in spite of determined efforts by Tony Marsh and Christie, the Wharton record figure of 54.23 sec remained intact, though Marsh got close to it at 56.12.

The weather helped in this. For the years 1954 and 1953 it poured with rain. As your reporter left the Tarbet Hotel on the morning of the climb this year someone called out to "A.K." Stevenson, "Ay, it'll rain all right. It can't help it." The garage attendant opposite was less pessimistic. "I would'na trust it. Showers maybe," and the Aberdeen farmer was dead right. "Oh no. Maybe a shower. Nae mair." There was precisely one shower, and after that the road up through

who put up a top-notch day's show in her 3-litre H.W.M. and thereby amply demonstrated her nerve, can be instanced. She stormed up to the final hairpin on her second run and looked like overshooting, whereupon a flicker of fear crossed her face like the wispy cloud racing across the sun on the nor'west wind. You recall that final right-hand hairpin? Very steep on the inside, with

Ninian Sanderson scrapes the parapet of Stone Bridge on his first run in his new Martin

Don Parker in his famous Kieft, successfully circumnavigating the hairpin where he came to grief in his first attempt

an ooze of moisture welling up from under the tarmac. Few drivers have it completely at their mercy, not even the master Christie; he went turf-chopping on his second Cooper run after a momentary hesitation about his gear lever position. Fifty yards down from the hairpin is the sharp and wicked left-hand Cobbler bend, named after the mountain that broods over the nor'east side of the glen, and from there downwards comes a winding section variously known as the little S or the wiggle-woggle. A mountain burn is crossed by Stone Bridge about halfway down, with a nasty left bend involved, uncompromisingly hedged by the walls of the bridge; and if you are inclined to be frivolous there are pine-poles across the gully to stop you from emulating Avril Scott-Moncrieff, who dived overboard, mercifully uninjured, a year or two back.

On down to the start the course bumps and winds, yet it is on this section that the old hands try to make their timing. Spectators can judge how successful they are because timing on the Rest is twofold: the commentators give the elapsed seconds up to Stone Bridge, and experts can then tell whether f.t.d. or a class win is likely.

Rise of "A.K."

Well, there it was, and there was an unbelievable sun shafting down between racing clouds, dappling the hills and picking up the beetle progress of holiday cars climbing the new and straight road that replaced the crooked and dangerous one in use this afternoon. And here was "A.K." in his Sunbeam-Talbot, riding the slope like a master in 103.44sec in order to declare the course open. Ian Munn, in his Ford-engined special, which spilled fuel in all directions as it came up, did not do much better in the hill-climb proper: on his first run he managed 103.06sec.

"Beam on for Parker," in the language of the timekeepers, and up came the famous little maroon Kieft from Battersea, with its equally famous diminutive driver making a debut in hill-climbs.

His getaway looked promising, for the Kieft came darting up towards Stone Bridge glistening splendidly as it snaked and dithered. Then there was a sharp slide, and if your reporter's field glasses are to be believed, the off-side front wheel rapped the parapet. Parker slowed as he recovered but got away again, rounded the Cobbler, tore up to the final right-hander and slid wide, coming to rest amidships with back wheels hopelessly spinning on the hummocky turf. He threw up his hands in a gesture of despair and was pushed home unrecorded on the watches.

PROVISIONAL RESULTS.

Fastest Time of Day: Cooper 1,098 s (A. E. Marsh), 56.12 sec. Second f.t.d.: Cooper 1,098 (A. E. Marsh), 56.90 sec. Third f.t.d.: Cooper 1,098 (M. A. H. Christie), 57.01 sec. Fourth f.t.d.: E.R.A. 1,960 (M. A. H. Christie), 57.61 sec. Fifth f.t.d.: Cooper 1,132 (J. D. Sleeman), 58.55 sec.

Ladies' Award: Jaguar XK120C 3,442 (Mrs. Vickers), 66.29.

Up to 500 c.c.: 1, Kieft 497 (D. Parker), 61.50; 2, Martin 497 (N. Sanderson), 62.74.

Up to 1,100 c.c.: 1, Cooper 1,098 (A. E. Marsh), 56.90; 2, Tojeiro 1,098 (P. S. Hughes), 70.26); 3, Midget 933 (D. J. Hammond), 86.98.

Up to 1,100 c.c. supercharged: 1, Cooper 1,098 (A. E. Marsh), 56.12; 2, Cooper 1,098 (M. A. H. Christie), 57.01.

Up to 1,500 c.c.: 1, Cooper 1,100 (C. S. Henderson), 59.05; 2, Lotus 1,496 (J. L. Fraser), 66.96; 3, Riley Sprite 1,496 (H. C. Ballantine), 71.70.

Up to 1,500 c.c. supercharged: 1, Cooper 1,132 (J. D. Sleeman), 58.55; 2, Alta 1,488 (R. Fielding), 64.39; 3, E.R.A. 1,488 (A. W. Birrell), 66.49.

Up to 3,000 c.c.: 1, H.W.M. 2,992 (R. Fielding), 65.63; 2, G. N. Spider 2,001 (B. H. Davenport), 65.98; 3, H.W.M. 2,992 (Mrs. D. Fielding), 69.22.

Up to 3,000 c.c. supercharged: 1, E.R.A. 1,960 (M. A. H. Christie)), 57.61.

Over 3,000 c.c.: Jaguar XK120C 3,442 (J. Barber), 64.97; 2, Jaguar XK120C 3,442 (Mrs. Vickers), 66.29; 3, Jaguar XK120M 3,442 (M. Salmon), 67.71.

Cars manufactured before 1936: 1, Bentley 4,398 (J. G. Lockhart), 68.21.

So that was one of the two experts in Class 1. Ninian Sanderson was the other, driving his new 497 c.c. Martin. He clipped Stone Bridge, faltered and stopped; he, too, raised his hands in despair and was turned around by the marshals, to coast back down the hill. With two non-starters in Class 1, that was a whole class gone west with no time recorded.

The loudspeakers speculated on Parker's second appearance, hinting at damage on the last hairpin. But they missed Don's significant descent, during which his right hand reached forward to hold something in place in the front linkage. It looked as if the parapet rap had damaged a steering knuckle.

Trial Run?

A. E. Marsh was first up in Class 2, a reasonably polished climb hinting at more to come. Hughes in the black Tojeiro was all wheelspin, tyre scream and 70.26sec. It was no surprise when a broken half-shaft prevented his second run. Hammond's vermilion Midget, looking rather like a roller skate in the vastness of the glen, managed 92.92sec in a Saturday afternoon jaunt, and that was Class 2.

Class 3—up to 1,100 c.c. blown—was a two-star affair with Christie and Tony Marsh as the galaxy. Christie is a past master on the Rest, driving capably and intelligently, with not a movement of the face to betray his own estimate of his skill. He brought the Peter Bell 1,098 Cooper up to Stone Bridge in 30sec; he brought it on noisily, spinningly, and smokily from its tortured tyres, to the finish in 61.41sec, which gave Tony March something to shoot at. And a shooting star he proved to be, for his

M. A. H. Christie was faster in the Peter Bell Cooper than in the E.R.A. Here is the Cooper just after the finish of his third f.t.d. run

SUNSHINE AND BE THANKFUL . . .

similar car came tearing up, port-side engine cowl flapping in the breeze, to roar home at 61.36, the great face of the Cobbler throwing back the sound in the teeth of the wind long after the car had passed. The Rest plays queer tricks this way—you get a puff of smoke, visible as a car leaves the start; after a perceptible interval the engine note betrays the gear change. Yet it does not come back from the hills until the r.p.m. have steadied in the new ratio.

Insect Life

Charles Henderson had set the pace for Class 4, bringing his Cooper up in 63.88sec. Nobody came near that, and the class petered out quietly via Ballantine in the ex-Cuth Harrison Riley Sprite, the wasp-in-a-jam-jar buzz of which was an incidental in the vastness of Glen Croe, serving only as a reminder that there were the two old E.R.A.s to follow, whose note would change the wasp into a hornet.

Now it was Sleeman's turn, an f.t.d. possible on this Scottish hill. In a noisy climb that gave nothing away he achieved 61.79 on a drying track. Mrs. Doreen Fielding followed in the 3-litre H.W.M., which bore the silent reproof of a dented back in its pretty pale blue bodywork. However, this was done by a bus in Carlisle, and the reproof thereupon recoils from the sparkling driving of its feminine entry, who handled this big car with the skill and purposefulness of a man, making the excellent time of 70.99sec. A. W. Birrell sounded the first E.R.A. note but his slide of the final hairpin, though spectacular, was wasteful, and his time was only 0.11sec better than Mrs. Fielding's.

Class 6 was an interesting match between (and amongst) Austin-Healeys and Triumph TR2s. The results were consistent, giving very little to either car but proving revealing as to the drivers. Austin-Healeys were trim, almost dancing up the glen, but the TR2s had an oddly similar way of tail flicking with spinning wheels on the last hairpin. Two cars in this class obviated any fear of monotony, Dryver's Ford Zephyr, showing the worth of the orthodox family saloon in 88.10sec, and Basil Davenport's G.N. Spider—whose passage was a magnificent experience. The lofty battleship prow of the old special surged past to give place to the twin bell-bottoms of the exhausts, hammering out a double-cylinder cacophony to record second fastest in the class.

This old car is quite a handful, and it is perhaps as well that the vintage cutaway of the cockpit permits the owner to make a real day's work of driving.

After the G.N. came an interesting demonstration of Triumph progress—the immaculate red Roadster of T. W. Merrett being comparable with the aforesaid TR2s. There was about 20sec plus in the time, yet, even so, the oversteer of the older model was sufficient to put the driver almost nose-on to the apex of the last hairpin.

Handful

Now Christie was at it again, this time in the 2-litre twin-rear Peter Bell E.R.A., a beautifully kept veteran which fills most of the narrow road as the driver bumps and jumps it up the rough passage of the first thousand yards and then fights the waywardness of the power available over the last 400 to the finish. But that final hairpin is a Christie jinx and he nearly emulates the Triumph Roadster's overswing to the inside at the cost of a fraction of a second; 57.81, fourth fastest.

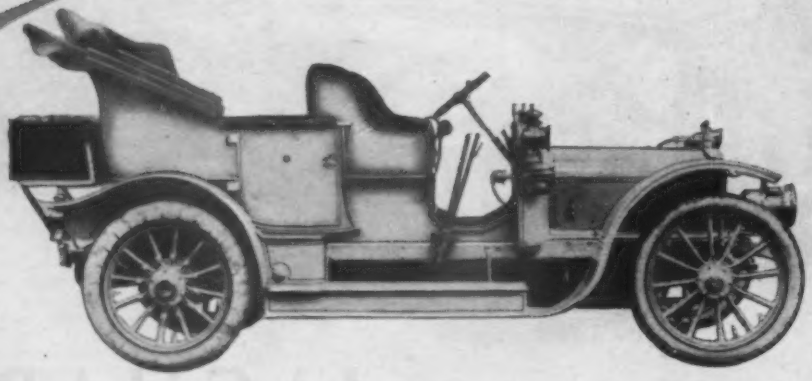
Stone Bridge has intimidating parapets and a narrow track. Ronald Dalglish ensures that his TR2 fits the available road space without touching

Grace . . . Space . . . Pace **JAGUAR**

AUSTIN RECOMMEND

WAKEFIELD
Castrol
MOTOR OIL

for every Austin ever made



SUNSHINE AND BE THANKFUL

Crowd and sun were increasing as the first runs came to a close. Two cars amongst the last few were outstanding: Mrs. Vickers' XK120C (f.t.d. ladies) in an orthodox manner, and T. Dryver's 6½-litre De Havilland-M.G. in the unorthodox orthodoxy of British hill-climb specials. This has a Gipsy Major engine, air cooled, a Ford clutch, an Alvis gear box and M.G. final drive. Four vertical exhaust stacks gesture to the high heavens above gigantic S.U. carburettors, and when Dryver opens up after a bend the quadruple puffs of blue remind one of four Fordson Major tractors in a ploughing match. He worked really hard for 73.42sec and in a very short while an economical ascent by Lockhart's vintage 4½-litre Bentley brought the first runs to a close. Everyone adjourned to tea.

Parker Wins

Parker did indeed get going again and in a first-class climb with a circumspect negotiation of the Stone Bridge parapets won the class at 61.50. Sanderson, too, completed the course this time, but with tremendous sliding, just held by cross-hands technique as he tried hard to defeat Parker on the last twenty yards out of the hairpin. He failed by 1.24sec.

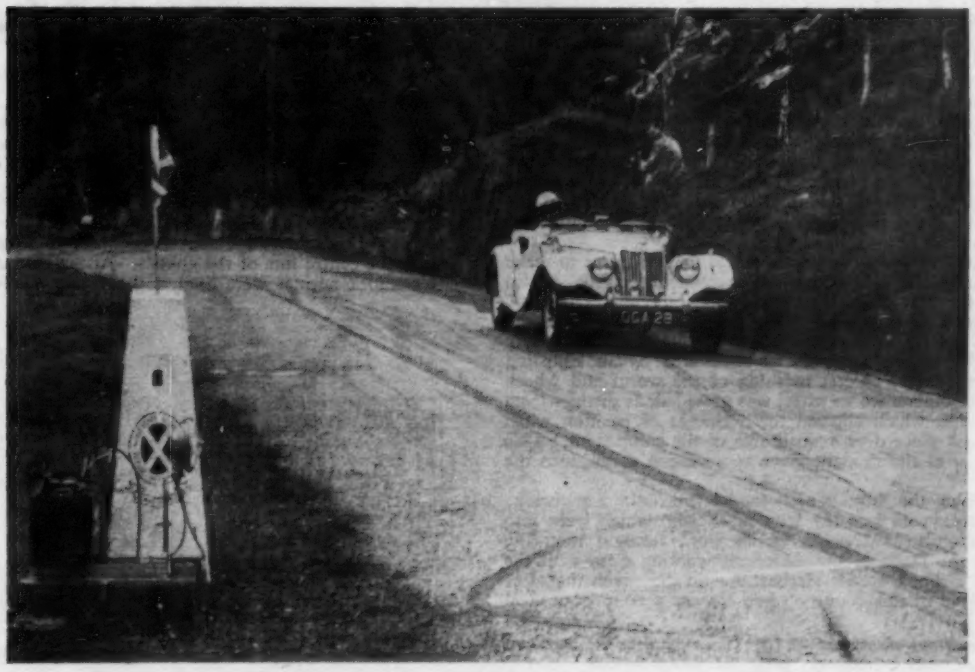
The course was dry, the sun shone. Times came down by one or two seconds, and the cars seemed visibly faster. Tony Marsh was, indeed, for he lopped nearly ten seconds off for second f.t.d. in his unblown Cooper. He was even more skilful in the blown version, doing a really superb run for f.t.d. in 56.12. Marsh is undoubtedly amongst the contemporary leaders in wheeled mountaineering. Henderson, who followed him, also knocked his time down substantially, his 1,100 Cooper recording 59.06; the stage thereby seemed set for some powerful competition. However, there followed some quieter climbs until Sleeman once more rocketed up, this time in 58.55sec and with a beautifully controlled power snake through the finishing beam underneath *The Autocar* banner.

The famous old G.N. Spider on the final hairpin in its second run, its owner, Basil Davenport, working hard at the wheel

After that it was the Austin-Healey and Triumph lesson re-emphasized and ears were pricked for Christie's final run in the E.R.A. Up to Stone Bridge he might have made it, for the watches said 30 seconds; but he seemed, curiously enough, to have the green double-wheeled car less under control on the dry than on the previous damp surface, and the E.R.A. fought him to right and left over the last stretches of the hill. The time bore this out, for it was a quarter of a second longer than that of the first run.

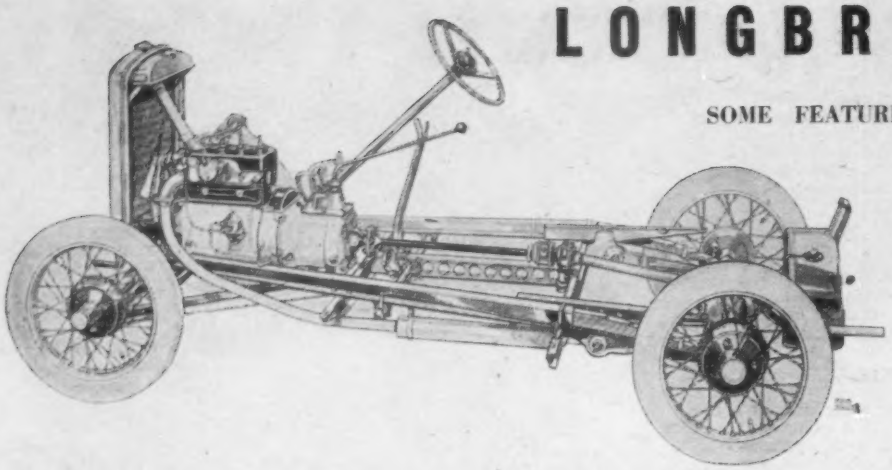
There was a small hiatus while the timing beams missed Dryver's grounded aircraft, but the crowd were glad to get a third look at this fearsome machine. A spectator who had unfortunately injured himself by sliding down the hillside was taken away in an ambulance and then the De Havilland came up in a creditable 69.37. If your reporter knew more about aircraft he might describe Dryver's final wrestle with the controls in aeronautical parlance. He doesn't, and can only apply the term "out-of-this-world." Space ship stuff, perhaps.

Mrs. Gray Mickel, running wide after the final hairpin, approaches the electronic timing in her M.G., which made a neat climb in 81.68sec to demonstrate the potentialities of a standard sports car on the hill



LONGBRIDGE

SOME FEATURES OF AUSTIN



Eleven years after its introduction the 1933 Austin Seven was unaltered in basic features. By this time, however, it was equipped with a four-speed gear box, an electric starter, rear petrol tank and fuel feed pump

IN reviewing Austin products over the years, one is struck not so much by a succession of unusual designs as by the steady development which has taken place, using sound engineering and incorporating new ideas when demanded.

Particularly during the inter-war years, the company developed a range of models which, while offering only moderate performance, had inherent long life and were easy to service. It is said that Lord Austin would permit no design to proceed unless he was satisfied that it could be serviced easily by a mechanic or intelligent owner-driver. Furthermore, the cars had to possess good visibility, having large window areas and plenty of head room.

With such a wide range of vehicles produced over the years it is possible to touch on only a few of them; from as early as 1910 the company has marketed extensive ranges of models designed to suit all tastes. After the first world war, production recommenced with the four-cylinder 20 h.p. engine which, with a bore and stroke of 95 × 127 mm, developed 45 b.h.p. at 2,000 r.p.m. Monobloc cylinder construction was used and the crankshaft was provided with five main bearings.

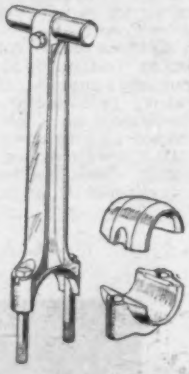
It was one of the earliest engines to use die-cast aluminium pistons, each of which had five rings. The connecting-rods were machined all over, and had unusual big-end construction. The bearings of those days had a high length-diameter ratio, in the order of 1.25 to 1 (a common figure for bearings today is 0.6 to 1), and consequently it was common practice to use four big-end bolts in such an engine.

In the Austin design the white metal of the bearing was carried in a substantial phosphor-bronze shell extending the full width of the journal. This method of construction enabled the big-end width to be the same as that of the I-section of the rod, thus simplifying the machining of the component.

It was then quite common for the manufacturer to make his own steering gear, and in this component the usual Austin desire for ease of service was evident. The steering box was provided with a joint face inclined to the axis of the worm, and by slackening the fixing bolts the lower casing could be moved forwards or backwards by an adjusting screw to obtain correct meshing of the worm and wheel. Also a complete worm wheel was provided, as distinct from a segment, which allowed for a change of position when wear took place over a small area of the component. This is typical of the thought given to servicing throughout the range.

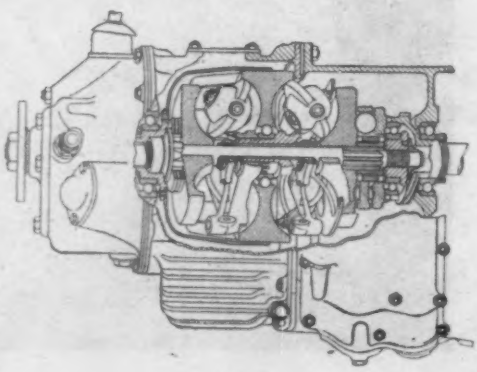
Probably the most famous model which the Longbridge firm introduced was the fabulous Seven, which went into production in 1922. As Henry Ford brought motoring within the reach of the American working class with the Model T Ford, so Sir Herbert Austin did much the same for people in this country when his car was announced at the price of £225. There were many attempts made about that time to produce a small car, but the Baby Austin was, in effect, a large car in miniature, scaled down with the utmost simplicity.

When first introduced it had a bore and stroke of 54 × 76.2 mm (698 c.c.), but shortly afterwards the bore was increased to 56 mm, raising the capacity to 747.5 c.c. The weight of the original open tourer was about 6½ cwt, but with the larger engine and other developments it rose to a little over 8 cwt, although it was still very much in the lower weight class.



The connecting rods of the 1920 20 h.p. were machined all over. The unusual construction of the big-end bearings assisted in the machining of the rod

A transverse half-elliptical spring in conjunction with a normal beam axle was used for the front suspension, location of the axle being by two radius rods anchored to a common point on the centre line of the chassis. At the rear trailing quarter-elliptic springs were used, and the axle was located



The main driving elemeats of the Hayes automatic gear box, introduced as an optional extra in the 1933 16 h.p. for £35

LANDMARKS

DESIGN OVER THE YEARS

by a short torque tube, with an intermediate propeller-shaft between the anchorage point of this and the gear box. The frame was of two simple, constant section channel members tapering in width from front to rear, terminating at the rear spring attachment point. Four-wheel brakes were a feature, those at the rear being operated by the brake pedal, and at the front by the hand-brake lever.

The engine had a separate aluminium crankcase with a cast-iron block and detachable head. This made maintenance by owner drivers very simple, because the block could be detached, leaving the pistons and rod in position, without disturbing the crankcase and sump, so that all servicing of valves could be undertaken on the bench.

The lower half of the engine was unusual in that the crankshaft was mounted on roller bearings at the front and rear ends; a ball bearing was provided at the front for clutch and timing gear thrust.

The plain bearings of the big-ends were lubricated by oil injected into small troughs on the crank webs, from jets connected into an oilway on the under side of the crankcase top wall. The troughs were connected to the bearings by oilways drilled in the crankshaft and the pistons, gudgeon pins and tappets were lubricated by splash from oil thrown out of the big-end bearings.

Electric starting was not incorporated until 1924, and coil ignition did not replace the magneto until 1929. Although various changes were made in the auxiliaries, the engine remained basically unaltered for fourteen years—a wonderful tribute to its basic conception.

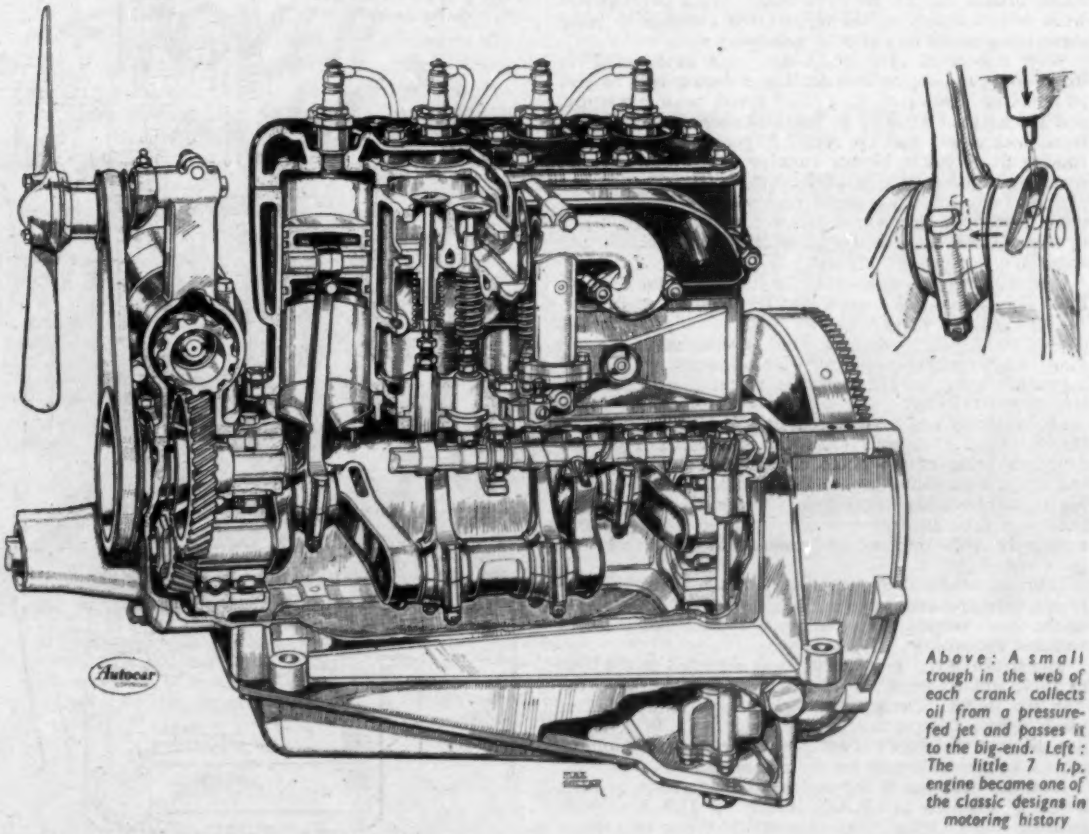
A three-bearing crankshaft was introduced in 1936, retaining the same cylinder centres, roller bearings at the front and rear, and jet feed to the big-ends. The centre bearing was of plain white metal in a split diaphragm housing, and was pressure fed with a separate feed from the vane-type pump. To accommodate this centre bearing the big-ends were offset to the centre line of the connecting rod.

With a compression ratio of 5 to 1 the b.h.p. was 10.5 at 2,400 r.p.m. and 12.5 at 2,800 r.p.m.; later 13 b.h.p. was attained at 3,000 r.p.m. Eventually development for racing produced 27 b.h.p. at 4,500 r.p.m., and later still the 1929 supercharged engine produced 32 b.h.p. at 5,000 r.p.m. All these performances were gained with engines fitted with the two-bearing crankshaft.

Ultimately the basic engine, with a counterbalanced crankshaft and special camshafts but still using two main bearings, developed 70 b.h.p. when fitted in the record-breaking car used by Murray Jamieson at Montlhéry. After much successful development work on the side-valve racing cars, Jamieson was given a free hand by Lord Austin in 1934 to design a new 750 c.c. racer from scratch, and this first appeared at the Brooklands Easter Meeting in 1936.

It was a brilliant conception for its time and although it suffered from teething troubles in its first season, particularly the burning of piston crowns, development brought reliability. The performances during the following three years when driven by Hadley, Goodacre and Mrs. Petre proved the cars to be easily the fastest 750 c.c. racing cars produced prior to the second world war.

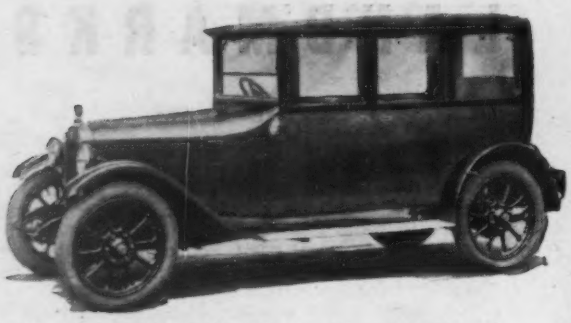
The engine had many features which are current practice in racing engines of today, and also one feature of the production Baby Austin. The crankshaft was mounted on a roller race at the front and rear, with a plain white metal bearing in the centre. This arrangement was chosen because Jamieson considered it the best, and not merely



Above: A small trough in the web of each crank collects oil from a pressure-fed jet and passes it to the big-end. Left: The little 7 h.p. engine became one of the classic designs in motoring history

Landmarks of Austin Design

Thirty-seven years of development produced this final version of the Austin Twelve-Four, an object lesson in the evolution of sound design



Produced in 1923, the Twelve-Four Windsor saloon was a successful seller for many years, well loved for its head room and excellent visibility

to retain some feature of the current production engine. In the same way, on the suspension layout he chose to use a transverse half-elliptic spring for the front and trailing quarter-elliptics at the rear.

The engine was designed for speeds up to 12,000 r.p.m. and, although this was never actually used, the valve gear was designed for this figure. It had very large valves and the gas velocity through the inlet valve throat was only 150ft per sec at 8,000 r.p.m.

To accommodate the valves, the angle between them was 100 deg, which necessitated a deep combustion chamber and consequently a high piston crown, even for the moderate compression ratio (approximately 7.5 to 1) of the supercharged engine. In consequence the surface area to volume ratio was high, which probably explained the piston-burning troubles experienced during development.

With the designed speed of 12,000 r.p.m. in conjunction with a valve lift of $\frac{1}{2}$in, triple springs were required to accommodate the 500 lb valve load. Much development work was necessary on the tappets and camshaft to bring these components to a state of reliability.

With a bore of $2\frac{3}{8}$in (60.32 mm) and stroke of $2\frac{5}{8}$in (65.09 mm), the engine was developed during 1937 to give 90 b.h.p. at 7,600 r.p.m. on a 50-50 petrol-benzole mixture, and 116 b.h.p. at 9,000 r.p.m. on an alcohol blend for sprint work, with a peak b.m.e.p. of 267 lb per sq in in the latter condition. A Roots blower running at $1\frac{1}{2}$ times engine speed produced a boost of 20 lb per sq in.

A live axle was used at the rear in conjunction with a double-reduction differential to lower the transmission line by 4in. The complete weight with driver, fuel, oil and water was just under $12\frac{1}{2}$ cwt.

One of the most famous of the Austin line was the Twelve-Four family car which grew out of the first small four-cylinder Austin of 1910, with a bore and stroke of 64 × 89 mm. The cylinders were separate and spigoted into the aluminium crankcase, which had five main bearings and two camshafts with the valves placed on each side of the cylinder.

In 1921 the engine was redesigned with a bore and stroke of 72 × 102 mm (12.8 h.p. R.A.C. rating), the cylinders being of monobloc construction on a separate crankcase, with valves in line on one side, and still retaining the five-bearing crankshaft. A detachable cylinder head was used and the unit developed 20 b.h.p. at 2,000 r.p.m. In 1924 front-wheel brakes and shock absorbers were added.

It was around this time that the 7 h.p. was striding into production, and these two models formed the major part of the firm's output, then running at approximately 25,000 vehicles annually.

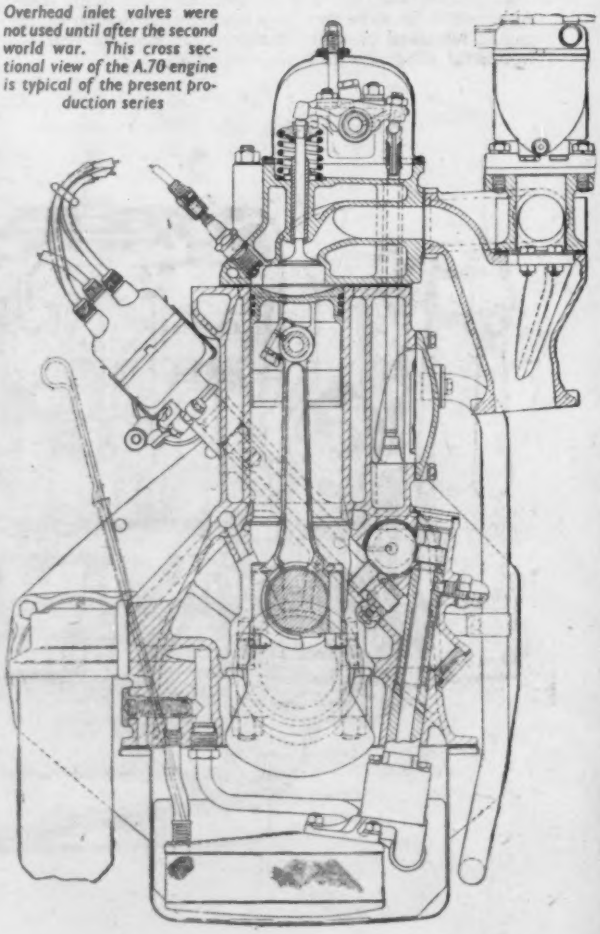
The stroke of the Twelve-Four was increased to 114.5mm in 1927, still retaining the 72mm bore and, of course, the 12.8 h.p. R.A.C. rating. Although a new Twelve-Six of much lighter construction was introduced in 1931, it did not displace the sturdy Twelve-Four, which had built up such a wonderful reputation for reliability.

A further redesign of the engine was undertaken in 1933, when it acquired an R.A.C. rating of 11.9 h.p. (four cylinders, 69.3 × 101.6 mm). A combined cast iron block and crankcase was used, in conjunction with a three-bearing crankshaft for the first time. It was also equipped with a four-speed gear box and rear-mounted petrol tank.

In 1934 this veteran staged a real come-back among the amazing total of 50 models announced in the Austin range of that year. It had acquired a new type frame with cruciform centre bracing, synchromesh on top and third, new front and rear axles and improved brakes, and it was marketed at £295. Synchromesh was added to second gear in 1935 and it remained substantially unaltered, except for body changes, for the next four years.

Finally in September, 1939, the car was brought into line with the then modern styling, but it still retained the same

Overhead inlet valves were not used until after the second world war. This cross sectional view of the A.70 engine is typical of the present production series



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The front compartment seats driver and two passengers and four more seats in the rear can be folded back to give a really useful load-space. All body panels are of strong, light, non-corrosive aluminium alloy.

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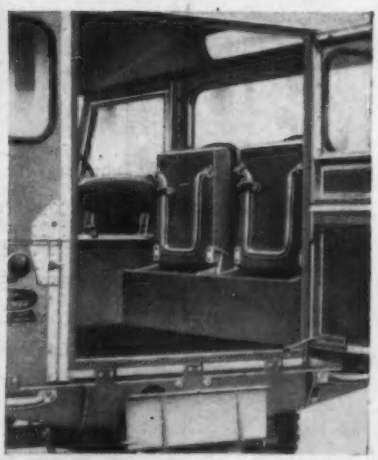
● *Convenient dashboard layout with two handy parcel shelves. Twin scuttle ventilators are fitted and particular attention has been paid to weather-proofing. Optional extras include a radio and heaters for front and rear compartments.*



● *Showing the rear seats folded back to give generous load space. The roof is fitted with a ventilator and roof lamp, and the large side and rear windows and curved Perspex roof panels give excellent all-round visibility.*

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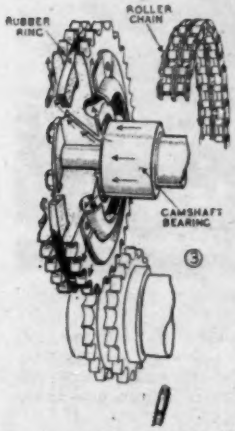
engine. In this form it figured in the post-war programme of 1946, being finally abandoned at the end of 1947 when the new designs with their higher performances appeared. Its life history is an object lesson in developing a sound, basic design, modified when necessary to bring the car into line with contemporary practice.

It was in 1933 that the Austin Sixteen was offered with an alternative automatic transmission at the amazingly low price of £35 extra. Manufactured at Longbridge under Hayes patent, this was the first such transmission to be fitted to a production car. Unfortunately, the unit did not prove successful, as the materials then available were not satisfactory for the friction drive components over a long period.

Austin were the first European company to use the Vandervell thin wall bearing in production, introducing this for the main bearings in some of the 1935 cars, followed later by their employment for connecting rods in 1937.

Between the wars, production cars had all been equipped with side-valve engines, with a reputation for long life and reliability without claiming a sparkling performance. Similarly, independent front wheel suspension had not been adopted up to the outbreak of hostilities.



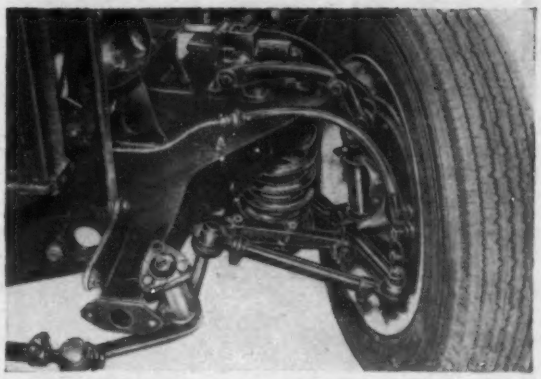
This ingenious method of silencing the timing chain, arising from war-time experience, was introduced into the post-war range of engines

In common with other manufacturers these earlier designs were reintroduced for the immediate post-war programme, with detailed refinements such as the patent chain tensioner developed as a result of war-time experience.

One new engine, the four-cylinder 2,199 c.c., was introduced and this was the first o.h.v. unit to be offered in the Austin range. In much the same way as the 20 h.p. of 1919, it was to set the pattern for the post-war range. The traditional Austin dependability was thus to be enhanced by a lively road performance.

Independent front suspension was first introduced with the announcement of the 3½-litre in 1947, when the company re-entered the luxury class with the Sheerline and Princess models. A similar wishbone and coil spring arrangement is now used on all models. The first chassisless Austin was the pre-war Eight, which made its appearance in 1939 and was reborn after the war, being finally abandoned in 1947. The first new models post-war were the A.40, A.70 and A.90 series, and all had a separate, cross-braced chassis. The integral design was adopted once more with the introduction of the new A.30 in 1951. This type of construction has also been adopted for the later Cambridge and Westminster models.

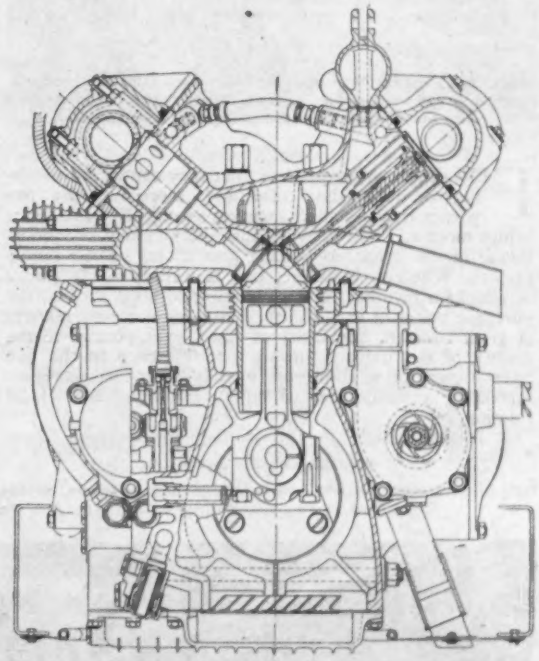
The post-war series all have engines with overhead valves, and there is a distinct family resemblance between them. The heart-shaped combustion chamber and porting,



Independent front wheel suspension was first introduced on the Sheerline and Princess. Wishbones and coil springs are used throughout, similar to the A.70 system shown here

developed by Harry Weslake, has resulted in engines of high performance.

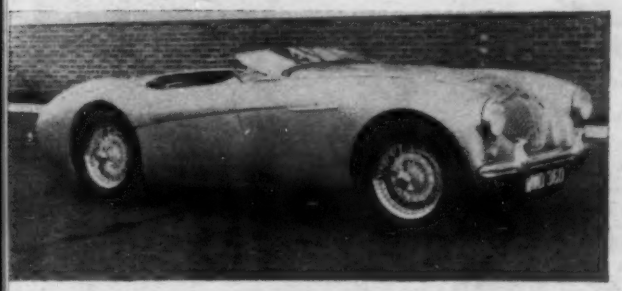
The story would not be complete without mention of the



Designed 21 years ago the 750 c.c. overhead camshaft racing engine of Murray Jamieson contained many features used in Grand Prix units of today

Austin-Healey. Sir Leonard Lord was quick to see the possibilities of this beautiful sports car when it was first introduced as the Healey 100 at the Earls Court Show in 1952.

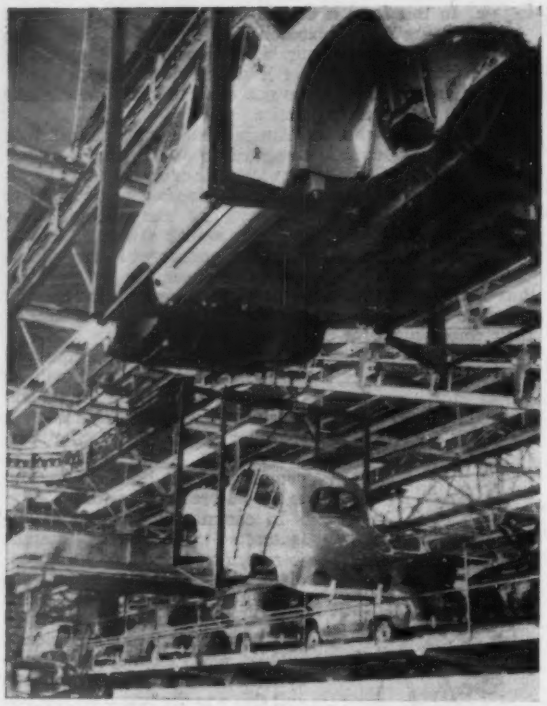
An agreement was made on the eve of the Show to manufacture it at Longbridge using the A.90 engine and other basic Austin units and market it as the Austin-Healey. Since then it has been made in considerable quantity, appealing particularly to the American market and achieving numerous successes in competitions. A modified version, fitted with a supercharger and streamlined body, was timed at 192.6 m.p.h. over the mile at the Utah Salt Flats in August, 1954.



The company re-entered the sports car field when arrangements were concluded to produce the Austin-Healey after the 1952 Earls Court Show

PRODUCTION —AND YOUR POCKET

MANUFACTURING METHODS AND DESIGN DETAILS AFFECT THE PRICE YOU PAY



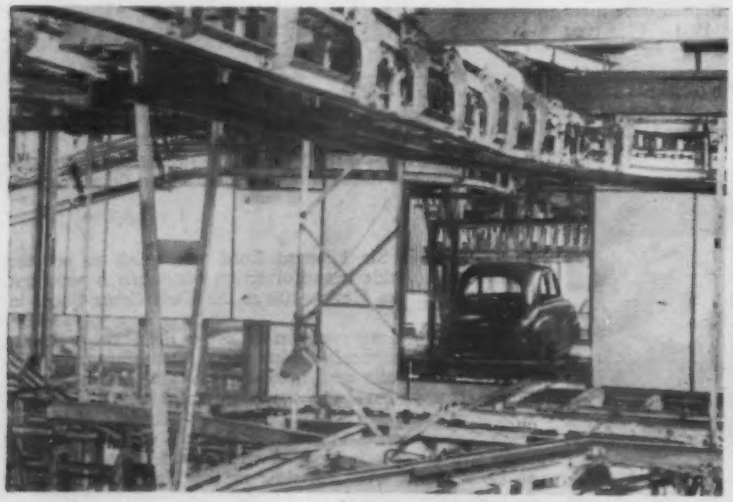
Crucial point in assembly is when the body, now painted and fitted with bumpers, lamps, seats and instruments, arrives at the vehicle assembly line where it will mate up with the chassis components

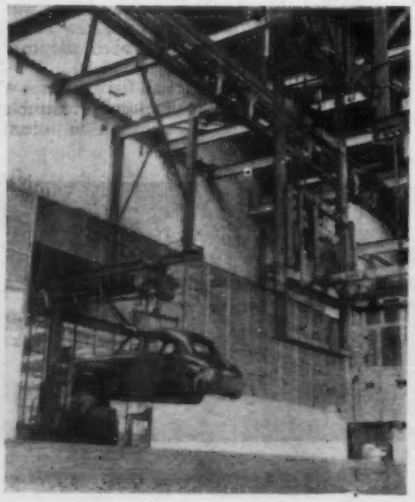
FEW people are so affluent that they can afford to disregard day-to-day costs and, moreover, the pay packet is expected to increase its elasticity as science brings more and more devices for entertainment or labour-saving in the home, so making new claims on the family budget. Whether, therefore, one is already a car owner or simply a member of the save-up-and-hope society, the purchase prices of cars and their running costs are matters of great concern. Diversity of taste, so important to the vitality of the industry, makes no difference to the one interest common to all owners, namely lower costs as represented by a smaller capital outlay and more economical running.

A leading article in the *Automobile Engineer* some months ago put the cost case in a clear and fair manner. It stated that there were three sources of savings that would result in lower prices for the eventual owner—less profit for the manufacturer, changes in design and more economical production.

Modern design and the study of customers' demands by the manufacturers have in many cases led to reduced running costs. The widespread use—and it could be wider—of rubber bushings for spring shackles and steering gear connections has cut the annual cost of lubrication. Anti-rust proofing of bodies and chassis before assembly means longer life before repainting is required. Immense strides have been made in increasing tyre life, and improvements in the quality of petrol have helped a great deal

Left: Diverted along the complicated overhead conveyor system, the body shell is sent on its way to the paint shop. Right: Carried by a fork lift truck from the road vehicle which has brought it from the body builders, a pressing is moved forward to the conveyor





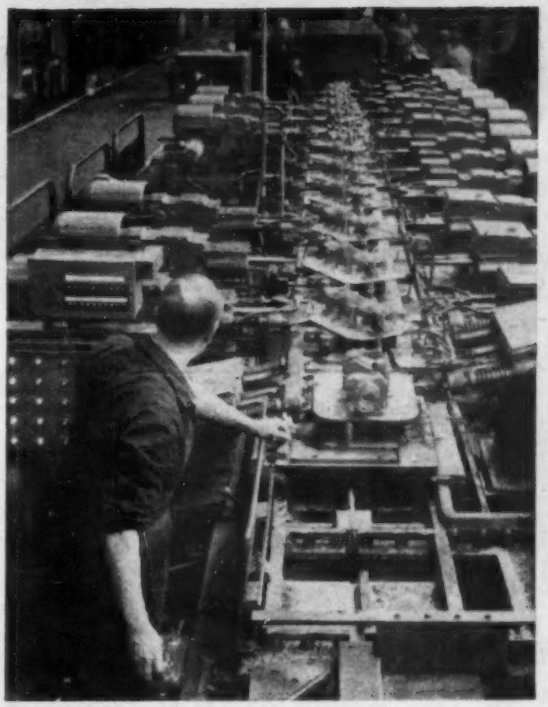
in obtaining a small but continuing saving by better m.p.g.

Unobtrusively the manufacturer of the completed vehicle and those who make the accessories have also done, and are doing, a great deal to save the owner from having to dip into his pocket as frequently as did the driver of an earlier similar model—yet few but the large fleet owners who keep detailed running costs appreciate this fact.

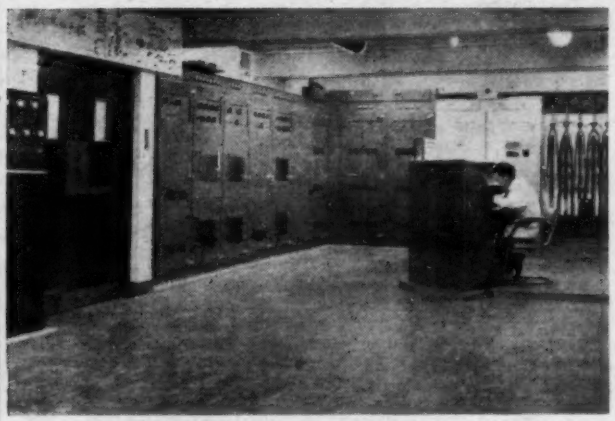
As the *Automobile Engineer* stated, when a large car-producing firm publishes its balance sheet, the gross figures are usually given in heavy type. Little or nothing is said of the very large sums that are swallowed up in taxes, and the amount that must be kept back if the factory equipment and all that is necessary for its well-being is to be maintained in first-class condition. Little enough thought is given even to the wages and salaries to be paid. The cost of raw materials has risen, factory power bills increase and the call for new models means redesigned and new plant, all of which involves the outlay of many hundreds of thousands of pounds.

One of the few ways left to keep the capital cost of a motor vehicle down to an attractive level is to reduce production costs, and the men in the automobile industry whose job it is to do this are, of course, the planning and production engineers. Except in a few cases, which do not come within the scope of this article, gone are the days of the hand-built car. The future of car assembly holds vast possibilities, and even today some of the methods employed to quicken and cheapen production of certain units would amaze the layman.

Mr. F. Griffiths, chief project planning engineer of the Austin Motor Co., Ltd., in a paper presented to the Institute of Production Engineers, said that there will possibly be machines in the future that will absorb the raw material



Crankshafts being drilled on an Austin transfer machine. The control panel is to the left of the operator who loads the machine



A control room for one of the complicated conveyor lines at Longbridge. A coloured light chart high up on the wall tells the operator of any breakdown, so that a maintenance squad can be sent out immediately

Austin engines move steadily along these conveyors to the assembly shop

at one end, forge it or cast it, machine it and deliver the finished article to the stores or assembly line. It is envisaged that eventually there will be mechanical hands on the assembly lines which will place the unit in position and secure it to the partially assembled vehicle.

An interesting sidelight on the production picture is that concerned with bought-out parts. This is indicative of the precision now required in flow planning. Because it is uneconomical to have large stores areas, both from the points of view of unproductive space and tied-up capital, the aim is to have no more than a four-hour stock holding of local supplies and up to only two days for components from more distant producers. Thus the production stores of a modern high-output plant should be no more than a marshalling area.

Mechanical handling of materials and components in a semi-finished or finished state has been in use for a number of years and increases every day in the large factories. The ubiquitous fork truck is a great saver of time and labour and is used in the yards for off-loading bodies, and in the foundries for moving moulding boxes and castings, to mention but two instances.

Jaguar Cars, Ltd., have fitted two-way radio equipment in their fork trucks so that the operators may be directed quickly to where they are needed.

Many people are familiar with the large double-decker semi-trailer and tractor units seen on the roads leading to and from the Midlands. Developed by specialists, some carry body shells to be completed and others transport four

PRODUCTION—AND YOUR POCKET

or six finished cars to the docks to feed the export markets of the world. Some which are fitted with box or pantechnicon bodies contain supplies of units from accessory manufacturers.

The Austin Motor Company are building up a large fleet of these box cars. They are of a standard size and the tractor is fully employed running between car manufacturer and accessory producer. While one complete unit is on the road one is being loaded and the third off-loaded, the contents moving straight to the appropriate conveyor. Some are used as mobile stores, to be drawn into the assembly plant when required. This system saves the costly erection of permanent stores. All the units are stored in the trailers on standard size trays or pallets so that they may be picked up by a conveyor or fork truck without the need for manhandling.

Austin planning engineers see the day when automatic unloading of mobile stores units will be the practice.

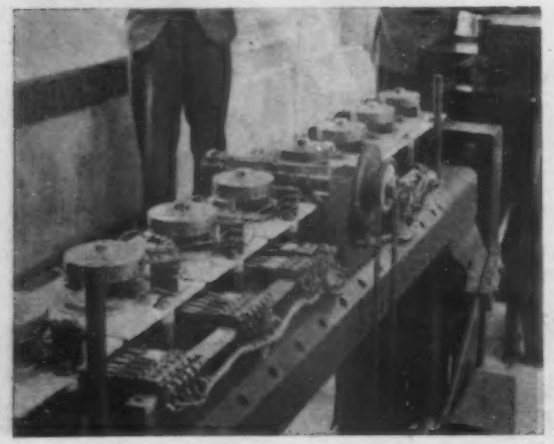
It is in the vast machine shops of the large manufacturers that strides are being made to reduce production costs. Automatic handling and machining of components have been used by nearly all the factories in America for some years and these methods are rapidly spreading to Europe. In France the Renault organization has turned to automation on a big scale, and amongst other concerns in Great Britain Austin are developing transfer machines in their Longbridge factory.

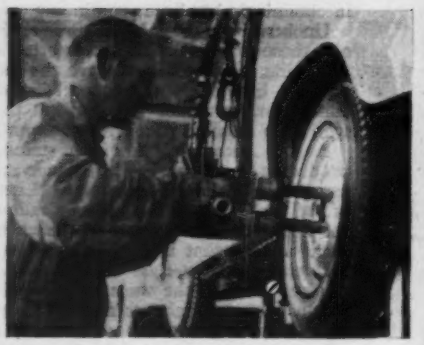
In the United States a great deal of this specialized machinery is built by the machine tool manufacturers, but both Austin and Renault have designed and built their own special machines.

The Austin machines which have been developed in collaboration with the old-established firm of James Archdale and Co., Ltd., are built up from a standard range of units. The machining heads of these units are comparatively simple when compared with other similar machines and they can be adapted easily for different machining processes. This shows to advantage when design changes require different production technique, for the machines can be altered to suit the new process, whereas in other systems a standard type of machine tool might have to be replaced by an equally expensive unit.

A point in favour of using standard machine parts is that a smaller stock of spares can be carried and the tasks and necessary knowledge of the maintenance staff is lessened. In addition to the machining heads of the Austin machinery, much of the electrical switch gear is interchangeable and

The brains of the engine conveyor system at Longbridge works. The small unit to the right of the picture is a Hollerith card machine; readings from the punched cards are transmitted electrically to the rotating circular contacts, which in turn cause the conveyor to bring forward any particular type of engine in order that it will arrive at the assembly line at the same time as the chassis for which it is intended





More speed to his elbow. An air operated wheel nut spanner tightens all the nuts in one operation

eventually all this helps in keeping down the actual production cost of the finished vehicle which is, after all, what most of us are interested in.

Basically a transfer machine consists of a group of machines placed close together, each connected to its neighbour by the work conveyor system, and the whole linked electrically and hydraulically to the control unit. They are flexible in their position on the shop floor—that is, it is not necessary for the complete assembly to be in one straight line; it can double back on itself so that the component being worked can emerge close to its next machining position.

Preparing the Work

The component to be worked upon is brought to the transfer machine by overhead conveyor, or a stock is built up on the shop floor close to the first station, as it is termed. It is necessary for most components to have a machined face that will provide a correct location on the carrier that will pass it through the transfer machine. The component is placed in position by the operator, who clamps it on the carrier, where it waits its turn to start down the line. As the speed of a convoy depends on that of the slowest ship, so the longest time taken by any one particular operation in the transfer line governs the speed at which the components pass.

When the component has gone through all operations it is removed by an operator, and the work carrier returns at once to the other end of the machine, either automatically on the conveyor belt or by being manhandled, in the case of a small machine, to an overhead runway.

One of the largest tranfer machines in use at Longbridge has thirty-one stations which carry out drilling, boring and milling operations on Austin A.40 and A.50 cylinder blocks for the Cambridge saloon. Included in this particular line is a station which automatically checks the depths of holes drilled. If one hole is blocked by a broken drill, the whole machine line stops, a light on the control panel telling the operator where the fault is.

Cylinder blocks and heads, crankshafts and gear box casings can all be machined on transfer systems. Some castings like induction manifolds require to be held in special fixtures because of their shape, and if the time spent in machining is short, the whole operation depends on how quickly the machine can be loaded and off-loaded.

Stocks of high speed steel drills and milling cutters are kept close at hand in special cabinets, with a skilled craftsman ready to replace any faulty tools when required.

The large factories are keeping pace with the demand for lower production costs. At Longbridge, engine and gear box units slung on conveyor belts are selected automatically by a Hollerith card machine. Minute punch holes in a card cause instructions to be passed electrically by means of a system of rotating contacts to switch gear on the engine conveyor belt. The result is seen on the assembly line, where the engine mates up at the correct moment with the particular model for which it is intended.

All these modern methods employed and developed by the planning engineers are resulting in more and improved cars and the future possibilities seem almost endless.

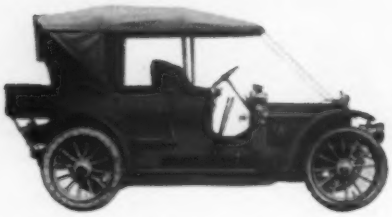
AUSTIN

Jubilee

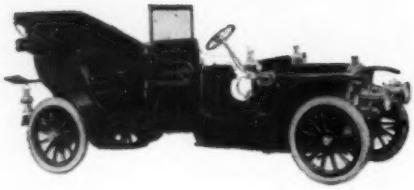
1905–1955

FIFTY YEARS OF DEPENDABILITY

Fifty Years of progress —these cars made **AUSTIN** famous

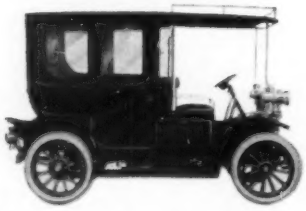


1906. One of the first Austins: a 40 h.p. Phaeton designed in 1905.

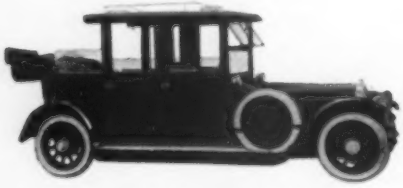


1908. The Park Phaeton. Seating followed the lines of the horse-drawn landau.

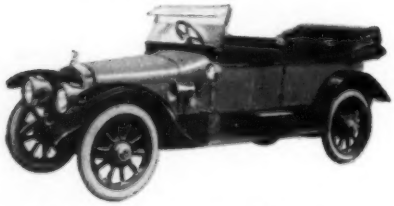
1909. The first Seven was powered by a single cylinder engine.



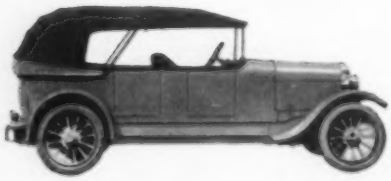
1910. The last word in elegance was the 15 h.p. Town Carriage.



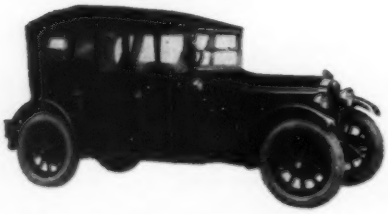
1913. Landaulet luxury with a 50 h.p. six-cylinder power unit.



1914. The stately 40 h.p. Vitesse tourer, sturdy and dependable.

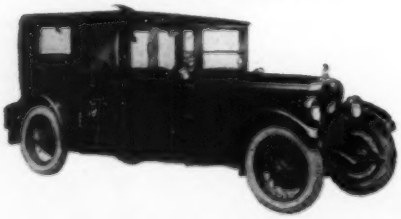


1919. The post-war "one model only" programme: a 20 h.p. tourer.

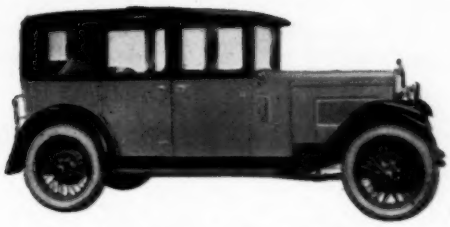


1921. The famous Twelve was in production for nearly nineteen years.

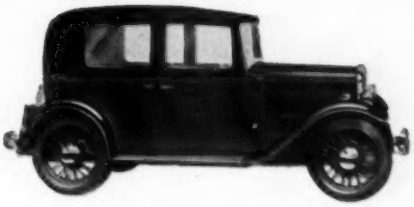
1922. The world-renowned Seven. Another 350,000 were to follow.



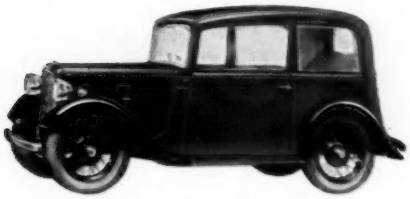
1928. The six-cylinder Ranelagh Twenty was big and comfortable to ride in.



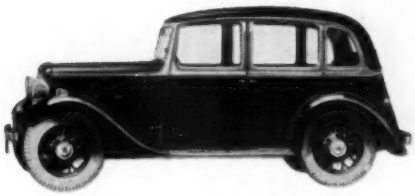
1929. The Sixteen-Six Burnham: less h.p. than the 'Twenty' but almost as roomy.



1932. The Ten-Four was one of the most popular cars ever produced.



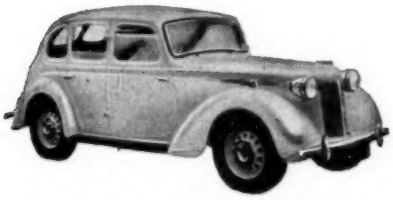
1935. The Seven becomes the Ruby—with increased comfort and better looks.



1936. Just a suspicion of streamlining on the Sherbourne Ten.

1936. The Cambridge Ten started a new trend in body style.

1939. The Eight is now the smallest Austin and looks quite grown-up.



1946. The Millionth Austin—a Sixteen. The second million only took seven years.

1947. The A125 Sheerline set new standards in luxury motoring.

1947. The tremendously successful A40 Devon, of which over 250,000 were built.

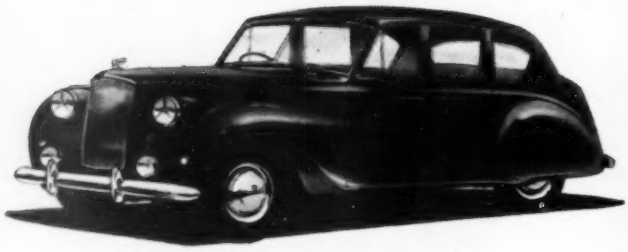
1952. The A40 Somerset was a worthy successor of the Devon.

AUSTIN

—always dependable all ways

Latest and greatest—the Austin range of 1955

International record-breaker—the sleek, exciting Austin-Healey 100.



Motoring at its most luxurious—the A135 Princess limousine.

The A30 Seven—exceptionally high performance and outstanding economy.

Brilliant A40-A50 Cambridge. Years ahead in comfort, performance, design.

The great, pace-making A90 Six Westminster, latest addition to the range.

AUSTIN—you can depend on it!

The Grand Large is a representative of the popular hard top style with a wrap-round rear window. The roof is painted in a different colour from the body. The tail and indicator lights can be seen from the sides

The Autocar ROAD TESTS

No. 1570

SIMCA ARONDE GRAND LARGE SALOON

A NUMBER of cars have scored special success following their introduction, and an example is certainly that of the Simca Aronde. Before the war the makers assembled Fiats, but since the war they have produced cars that owe little to other firms. Sales of any French car are affected in Britain by the imposition of import duty, which is added to the wholesale price before purchase tax is assessed. Yet this French manufacturer is planning to capture a proportion of the British market by keeping the basic price to the absolute minimum and, as the characteristics of the car are attractive, it seems probable that Simca models will enjoy a measure of favour in this country, despite the heavy tax burden.

So successful have they been in France that the Simca company has established itself as the only firm in the world to have bought out a branch of the great Ford empire, the French Ford concern now having fallen into its control.

A full road test of the Simca Aronde appeared in *The Autocar* of November 27, 1953, since which time improvements have been made, particularly in matters of interior trim, in an effort to bridge the gap between the standard that is accepted in France and that which is satisfactory in Britain. Since then, too, has appeared the Simca Grand Large, a version of the Aronde with a two-door body style and a wide, wrap-round rear window, and it is this car which has been the subject of recent test.

There are well-known differences between the average Continental car and its British counterpart, nearly all springing from the different road conditions to which usually they are subjected. The winding, congested and hilly British roads call for relatively low gearing on the smaller cars, so that frequent gear changing is not necessary; but on the straighter, flatter roads of the Continent, where distances between towns are more lengthy, higher gearing is called

Emphasis is given to the clean lines by mouldings that blend well. The left rear light assembly is hinged for access to the petrol filler cap

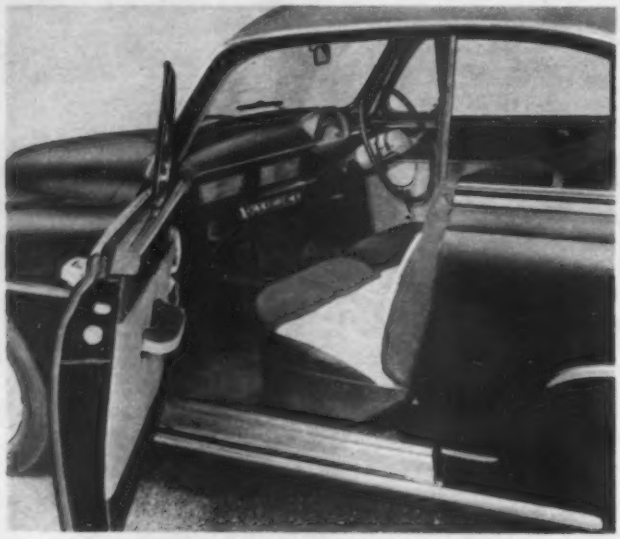
SIMCA ROAD TEST . . .

for so that greater speeds may be maintained without the use of unnecessarily high engine speeds.

In Britain many drivers boast of their cars' abilities in hill climbing on top gear, while Continental drivers would deprecate a small car that climbed steepish hills without the need for changing down, because they would realize that at speed on the straights the car would be revving highly.

The Simca is representative of Continental opinion, and it commands the respect of drivers who are prepared to make frequent use of the gear box. The rewards are good performance and, if the car is driven quietly, the extra economy that results from high gearing.

Apart from this fundamental aspect of design the 1,221 c.c. Simca has other virtues to commend it, particularly in its handling characteristics. But by British standards of manufacture there are shortcomings in the interior décor. The Grand Large is a four-seater and, although the separate front seats are in rubbing contact, a total of six people can be accommodated only with some discomfort, and not satisfactorily for long journeys. If the driver is prepared to be cramped, three people can be seated in the front, but the rear wheel arches, equipped with elbow rests, make the accommodation of three people abreast difficult in the back.



The two doors are wide, and give easy access to the seats. The instruments are grouped under a cowl in front of the driver, and between the two glove lockers is an ashtray, which folds flush into the facia. The heater unit is mounted beneath the centrally placed row of switches

Interior Trim

However, accepting the car as a four-seater, which is logical for its modest engine size, it may be recorded that the seating is comfortable and adequately roomy. The upholstery is in a type of cloth which, although not likely to make suits shiny, has the disadvantage of appearing to be grubby quite soon. The car tested was upholstered in medium and very light grey, the latter colour being used for some parts likely to get dirty quickly. Thus, seat covers would be an advantage.

The floor is covered with rubber, and the roof in fluffy material of a type that tends to become stained. The trim of the facia and window surrounds is of plastic, in appearance like that used on inexpensive cars before the war.

The Grand Large is attractive in general appearance, being of the hard top type now popular. The rear window sweeps well round to the sides, helping to provide a very light interior. The driving mirror is small, however, with the result that full advantage of the rear window size is not taken to provide a specially good rear view. The mirror has a non-reflecting surround which with advantage might be substituted for extra mirror area.

The bonnet is released by a catch reached through the radiator grille. The head lamps have chromium-plated, dished rims, and incorporate side lights in the main lamps. At the corners are winking indicator lights

The general size and shape of the car is similar to that of the standard saloon; there is no suggestion of ostentation, yet clean lines, and mouldings that blend well with them, give an appearance of character. Much use is made of aluminium in the body and its fittings because of the advantage of lightness and freedom from rusting.

Good Access

The two doors have combined armrests and pulls in the sides. They are wide and, in conjunction with a linkage that moves the front seats forward a little when the backrests are folded down, access to the rear seat is reasonably good. A feature of the design is the window arrangement. In the front of the doors are swivelling panels, with orthodox winding windows behind them; the rear side windows pivot on their forward lower corners and wind back and down out of sight. The maximum unobstructed opening, therefore, stretches from the axis of the ventilator windows to the side pillars of the wrap-round rear window.

Criticism here is that the winding mechanism is low geared, with the result that the driver cannot open his window quickly should he wish to signal by hand, and the knob is not comfortable to the fingers.

The driving position is good, adequate support being given to the back and thighs, though the material with which the seat is covered is apt to cling to the driver's clothing. The speedometer is directly in front of the driver under a cowl that also houses the fuel gauge and ignition and oil pressure warning lights (there is no ammeter). In the facia are two glove lockers with lids spring loaded to hold them in the open or closed positions, and an ashtray. Below these is a row of switches for the starter, choke, heater fan and ignition; the knobs on the car tested

The bracket on which the spare wheel is mounted has a handle, by means of which it is easy to swing the wheel to the horizontal position, or return it to its near vertical location in the locker

felt insecure. The heater is mounted just above the toe board, and has a flap which may be closed to leave the demister ducts as the sole outlets.

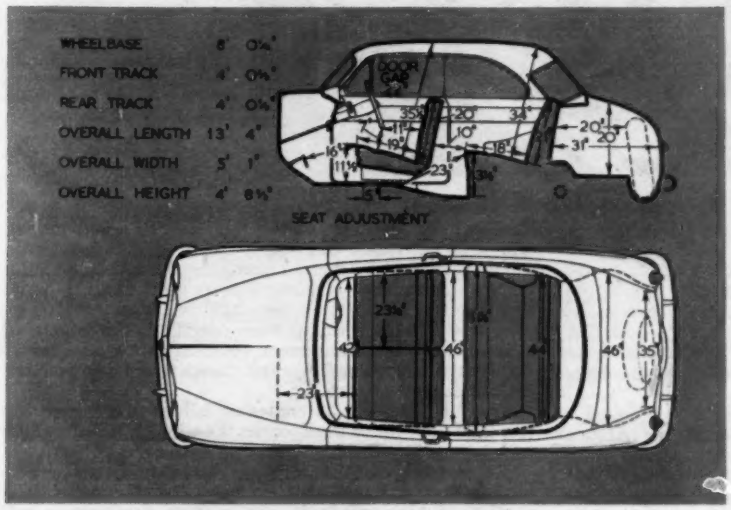
The horn, of the curiously shrill but effective French type, is operated by a semi-circular ring behind the lower half of the steering wheel. The gear change is on the left of the steering column, and opposite it is the control for the lights. This may be turned to put on one-side-only parking lights or normal side lights, and then pulled against a spring to flash dipped head lamps for signalling at night. This system of signalling, widely used on Continental cars, is one that could be fitted by manufacturers in this country.

A snag of this intriguing mechanism is that when dipped head lamps are switched down to side lights, the dipped beams cannot be regained without producing the main beams briefly during the process. The lights are quite satisfactory for fast driving at night. It was felt that the rather steeply raked position of the foot controls may not be comfortable for a driver of more than average stature on long trips.

The handling characteristics of the car match up to its performance. The suspension is firm without being harsh. The driver feels that he has a physical connection with the road, and can confidently direct the car with precision even when rough surfaces are traversed at relatively high speeds. There is no pitching, and little roll on corners. The weight distribution is very close indeed to the theoretical ideal of equal load at front and rear, and on curves the good balance of the car can be enjoyed to the full. The car can be put into corners fast with a high measure of confidence and security.

The steering is characteristic of the car. It has three turns from lock to lock, but it must be remembered here that the lock is particularly good, manœuvring in car parks,

SIMCA ARONDE Grand Large Saloon



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.444 to 1	6.52 to 1	10.48 to 1	16.47 to 1
10—30	14.7	8.9	5.3	—
20—40	15.2	9.0	—	—
30—50	15.6	10.7	—	—
40—60	19.4	15.3	—	—
50—70	34.7	—	—	—

From rest through gears to:

M.P.H.	sec.
30	6.7
50	17.8
60	27.9
70	54.1

Standing quarter mile, 23.1 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	75.0	120.7
	(best)	76.5	123.2
3rd		55.0—63.0	88.5—101.4
2nd		32.0—42.5	51.5—68.4
1st		15.0—26.0	24.1—41.8

TRACTIVE RESISTANCE: 41 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	145	1 in 18
Third	240	1 in 9
Second	360	1 in 6

BRAKES:

Efficiency	Pedal Pressure (lb)
56 per cent	25
78 per cent	50
83 per cent	75

FUEL CONSUMPTION:

34 m.p.g. overall for 416 miles (8.31 litres per 100 km.). Approximate normal range 30-36 m.p.g. (9.41—7.85 litres per 100 km.). Fuel, First Grade.

WEATHER:

Air temperature 41-58 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	85
True speed:	14	21.5	29.5	37	46.5	54.5	63.5	73	76.5

DATA

PRICE (basic), with saloon body, **£662,** British purchase tax, **£276 19s 2d.** Total (in Great Britain), **£938 19s 2d.**

ENGINE: Capacity: 1,221 c.c. (74.48 cu in).
Number of cylinders: 4.
Bore and stroke: 72×75 mm (2.81×2.92in).
Valve gear: o.h.v., pushrods.
Compression ratio: 6.8 to 1.
B.H.P.: 45 at 4,500 r.p.m. (B.H.P. per ton laden 42.6).
Torque: 61 lb ft at 2,600 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 15.8.

WEIGHT: (with 5 gals fuel), 17¾ cwt (1,988 lb).
Weight distribution (per cent): F, 51; R, 49.
Laden as tested: 21¼ cwt (2,392 lb).
Lb per c.c. (laden): 1.9.

BRAKES: Type: Bendix.
Method of operation: Hydraulic.
Drum dimensions: F, 9.9in diameter; 2.1in wide.
R, 9.9in diameter; 2.1in wide.
Lining area: F, 33 sq in. R, 33 sq. in (60 sq in per ton laden).

TYRES: 5.60—14in.
Pressures (lb per sq in): F, 21; R, 23 (normal).

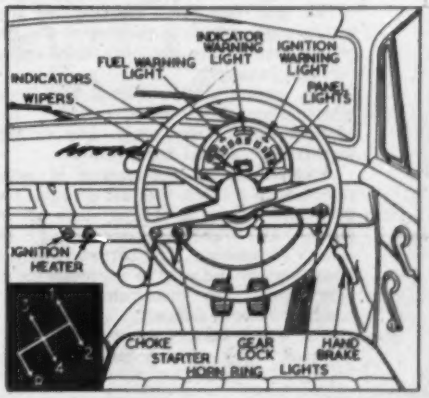
TANK CAPACITY: 8.8 Imperial gallons.
Oil sump, 8.8 pints.
Cooling system, 12 pints.

TURNING CIRCLE: 34ft 4in (L and R).
Steering wheel turns (lock to lock): 3.

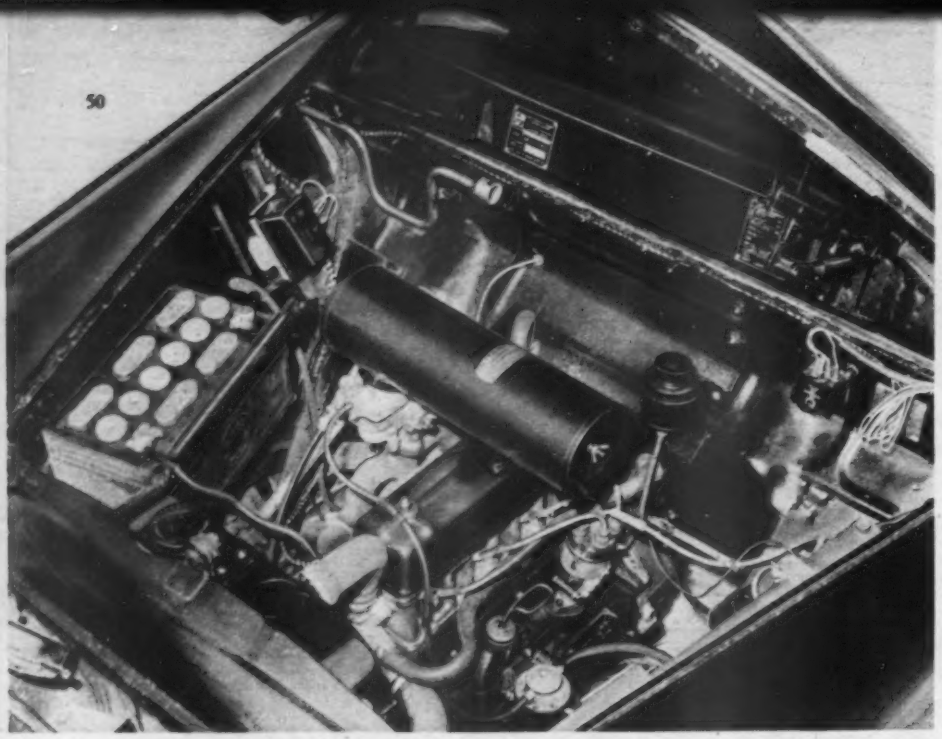
DIMENSIONS: Wheelbase: 8ft 0¼in.
Track: F, 4ft 0½in; R, 4ft 0½in.
Length (overall): 13ft 4in.
Height: 4ft 8½in.
Width: 5ft 1in.
Ground clearance: 5½in.

ELECTRICAL SYSTEM: 12-volt; 54 ampère-hour battery.
Head lights: Double dip; 36-42 watt bulbs.

SUSPENSION: Front, Independent; coil springs and wishbones; anti-roll bar. Rear, half-elliptic.



SIMCA ROAD TEST . . .



The 4-cylinder o.h.v. engine and ancillary components are accessible. The dipstick can be seen in the centre of the oil filler cap. The bonnet is spring loaded so that it stays in the raised position without the support of struts

and so on, being gratifyingly easy. The steering is light and accurate at speed.

The brakes are adequate, quite light pedal pressure resulting in effective retardation without wander or wobble on virtually any type of surface. The hand brake lever is of the pull-up type. It is buried under the facia, but it is powerful. A straight pull puts on the brake, and if the handle of the lever is turned clockwise the ratchet is freed and the lever slides back to the off position.

In common with so many cars that have established a particularly good reputation, the gearing of the Aronde Grand Large is pleasing provided that the driver is sufficiently knowledgeable to appreciate its advantages and minded to make use of them. The steering column gear lever (with four forward speeds) provides quick, precise changes, with synchromesh action on the upper three. Generally it is desirable, if not necessary, to use first when starting off from a standstill; thereafter quite high speeds can be obtained before top gear is reached.

Although the speedometer was optimistic on this particular car, second gear could be used to reach a true speed of over 40 m.p.h., third to over 60 m.p.h., and in top gear the car could get along without sign of unreasonable stress at 70 m.p.h. or more. The top speed was 75 m.p.h. and, of course, more in specially favourable circumstances.

Reward for Effort

Although more gear changing is necessary on hills than with most British cars, there is the advantage that free use of the gear box gives considerable advantage when overtaking traffic which is moving at the normal cruising speed of our main roads, the high third being particularly useful on these occasions.

The engine always started at a touch regardless of its temperature and pulled smoothly throughout its range without sign of any rough spot or vibration. The o.h.v. unit is now a well tried product.

Accessibility of the engine is good. The bonnet is released by a catch reached through the radiator grille and is countersprung so that it stays up without the need for struts. The dipstick passes through the oil filler cap and is very accessible. The battery is on one side of the under-bonnet space and easy to approach for checks of the electrolyte level. The distributor and sparking plugs can be reached without difficulty.

The under-bonnet space houses the starting handle and the jack. The starting handle is also used to operate the jack, and as a puncture occurred during the test it may be said with experience that wheel changing is easy.

The spare wheel—housed in the luggage locker, which is not as commodious as many owners with families would wish—is mounted on a bracket which permits it to be swung clear of the locker opening when luggage is being installed or removed. This arrangement, operated by a special handle that is easy to move, makes wheel changing easier by facilitating access to the spare.

The fuel filler cap is concealed behind the hinged left rear light unit, which incorporates the winking indicator light and the rear and braking lights.

The Simca Grand Large is a taut, sprightly car that performs safely and well throughout its speed range. It is capable of high-speed cruising without fuss, yet it will provide a creditable number of miles to the gallon. It is the type of car in which one quickly feels at home and that one enjoys driving.

The luggage locker lid is spring loaded, and the spare wheel swings out to the horizontal to facilitate the loading and unloading of luggage

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When you renew . . . fit Pirelli. No other tyre gives such a satisfactory return in long service and trouble-free mileage.

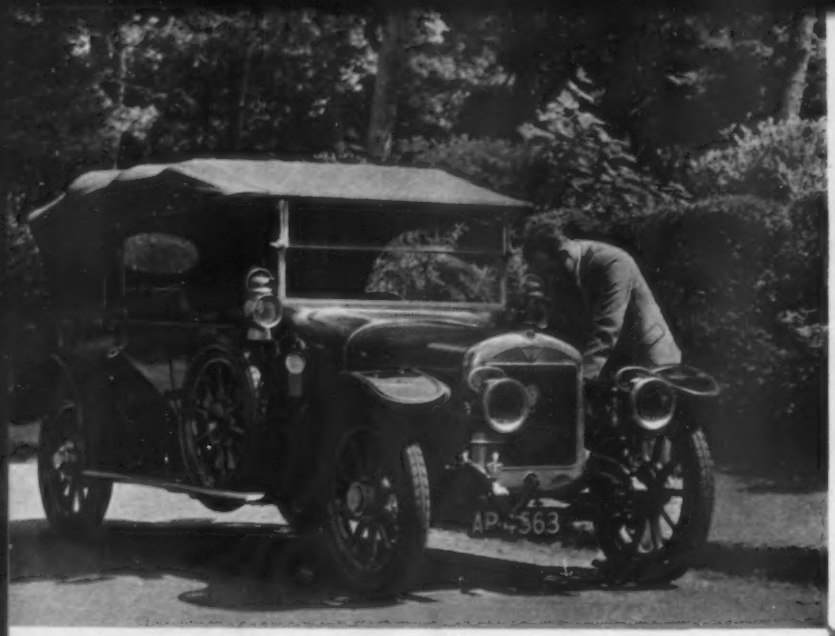
P.255

SPECIALLY FAMOUS FOR ROAD HOLDING

THE POINTING FINGER

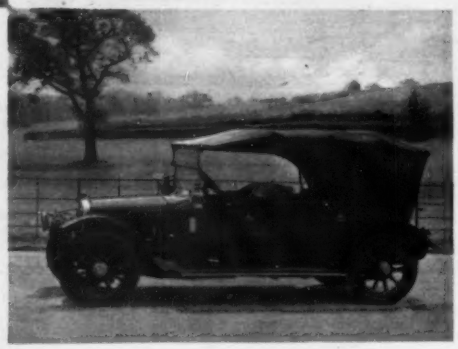
THE delightful German art of wood carving, probably best known in this country through the embellishment of cuckoo clocks, musical boxes and, more recently, the decorative corks for one's cocktail cabinet, is an attractive feature of the German countryside. There it applies to a wide diversity of directional purposes, the art confined in Britain almost entirely to inn signs. This selection shows how attractively it is possible to direct the traveller to a restaurant, a winter sports club, a wine wholesaler, an inn, a garage and a café.

IMPRESSIONS OF A 20 h.p. 1912 AUSTIN TOURER



Proudly bearing the badge of the Veteran Car Club, the 20 h.p. Vitesse Tourer could be much younger than its lines and appearance are apt to suggest

Although ground clearance is more than adequate by modern standards, the wide flat running board makes it easy to enter either front or rear compartments. Even with the hood erected the occupants of the front seat have a good view and fresh air!



DEPENDABLE AS EVER

"THE steering is irreversible and thoroughly reliable." Thus read the description of that particular control of the 1912 20 h.p. Austin chassis in the catalogue of the day, and they must have been comforting words to a prospective purchaser.

Recent personal experience of one of these cars shows that the designer had every right to be proud of his layout; and if, after many thousands of miles spent controlling more modern conveyances, the 43-year-old system felt a little direct, it was only by comparison with some present-day designs which feel as if directional stability relies on a system of rubber bands.

The idea of taking one of the earlier model Austins on the road germinated some little time ago when several of these cars were seen at the Longbridge works, tucked away in a dark corner; the ambition was realized with the help of John Bowman and Ivor Greening, of the Austin Motor Company. The latter, in addition to his normal duties, has taken on the task of renovating as many of the Company's early products as is practicable, and the 20 h.p. tourer is one of them.

In 1912, of course, body styles had left the "dog cart" stage, although there is still a faint trace of the car's ancestry in the lines of the front seat back-rest. The occupants sat in the car rather than on it, and weather protection, provided by the large hood and by windscreens front and rear, was very good. The general layout and lines of both chassis and body would be difficult to date, unless by someone of more than average knowledge of the subject.

The engine is a four-cylinder side valve unit and it was designed to develop 23 b.h.p. at 1,000 r.p.m., for low speed torque was the target of the early craftsmen. The bore and stroke are 89mm × 127mm, the capacity of each cylinder being 785 c.c. This is worth comparing with the size of the present Austin A.30 engine—58mm bore, 76mm stroke—and the power output of that particular unit—28 b.h.p. at 4,800 r.p.m.

Inlet and exhaust valves are operated by separate gear-driven camshafts housed on each side of the crankcase. The top half of the crankcase, which is particularly robust, carries the crankshaft in five bearings. Lubrication of the crank and camshaft bearings is by pump, feeding large quantities of oil at low pressure, for when the engine was turning over the oil pressure gauge needle did not rise above 7 or 8lb per sq in.

Dual ignition is fitted and a common distributor is used for the magneto and coil systems. Originally petrol was fed from the rear-mounted tank by air pressure provided by an engine-driven pump on the left side of the crankcase, with an auxiliary hand-pump for starting. On AP.4563 an Autovac has been fitted, and this is possibly the only non-standard feature of this car.

There is no knowledge of the veteran's total mileage since it first left the works; now, after extensive renovations to chassis and coachwork, there is no deceit in describing the car as being virtually new. The paint finish of the body puts many a modern to shame. The brasswork of the radiator and lamps sparkles in the sun, and the windscreen fittings have the satin, purposeful sheen of nickel plating. The big seats—and they are big by present-day standards—are covered in soft leather dimpled by buttons in the fashion of the times.

Armed with the necessary knowledge, starting this 43-year-old Austin provided no terrors, and Greening, once we were ready to leave the factory, flooded the Claudel Hobson carburettor and turned the engine over a few times with the starting handle to suck in the mixture. The hand throttle was set, the ignition switched on to coil, and by rotating the advance and retard lever round its ratchet above the steering column a spark was produced and the engine fired. This method did not always result in a first-time start as the piston had to be set on the correct stroke. But it invariably worked after one or two turns of the starting handle and was far less exhausting than trying to swing the engine.

Onlookers watching this procedure were suitably impressed and it was thought—this is open to correction—that this

method of starting was effective on only one other make of British car, and that equally famous.

The engine with its big separate cylinders ticked over slowly with little vibration, and one could well believe the stories told by the old-time craftsmen who, after they had assembled an engine of this type, were not satisfied if they could not balance a penny edgewise on the radiator cap while the engine was running.

There is a cone clutch, and it is very definitely "in" or "out" with little movement of the pedal. An interesting feature of the clutch is that the lining is made in six separate sections riveted to a metal plate; these are located on the inside of the flywheel by bolts screwed in the rim. The lining sections can, therefore, be removed for cleaning or replacement without dismantling the whole clutch.

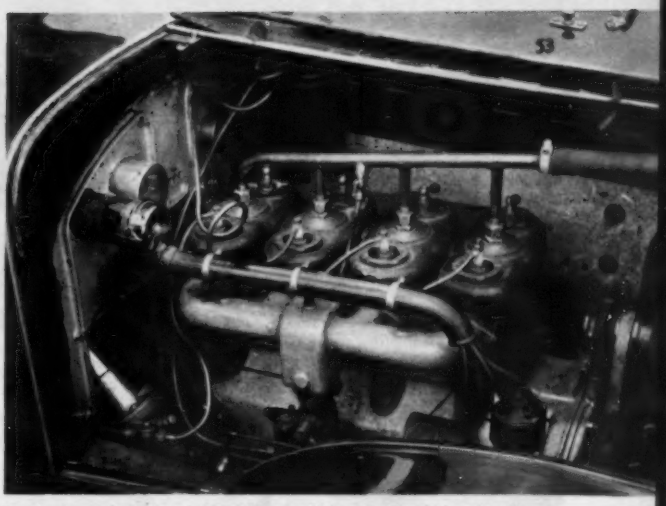
The car was taken from Longbridge and headed towards the Lickey. On first acquaintance it was found easier to change down than to change up. This is what synchromesh does to a driver who was taught to double de-clutch in his early years.

However, Greening's advice to pull the lever straight through the gate without a pause helped to achieve a reasonably quiet change and progress was made without getting too hot under the collar. Up Lickey Hill in third for the lower reaches, then second, and finally down to first gear for the final two hundred yards. The car passed Holy Trinity Church, where the founder of the great firm lies which bears his name, and we felt that he would have liked to have seen this day and what care had been taken of one of his early models.

Sharp left at the church and then past the grounds of Lickey Grange, where the first 7 h.p. car was designed on the billiard table, to stop briefly for the photographer to do his part. Previously ensconced on the back seat, he had had a majestic view of the passing scene and commented favourably on the comfort and extraordinary amount of space. The big Auster windscreen with its folding frame had been designed to give the occupants of the back seat the maximum of protection, and although with the hood up and screen erected there was a shut-in feeling, at least one was protected from the elements.

Down the hill the grand old car went, and in spite of the unfamiliar very high-geared steering which had little, if any, lost movement, control was accurate. The transmission footbrake seemed to have very little retarding power, but the push-forward lever, which operates shoes in the rear wheel drums, gave great power and was fully up to its job.

The suspension gave an impression of great comfort, although it is as well to bear in mind that modern road surfaces help a great deal. There are long half-elliptic springs at the front and full elliptics for the rear axle, which is located by an immense torque arm, stretching from the axle casing to just behind the separate gear box.

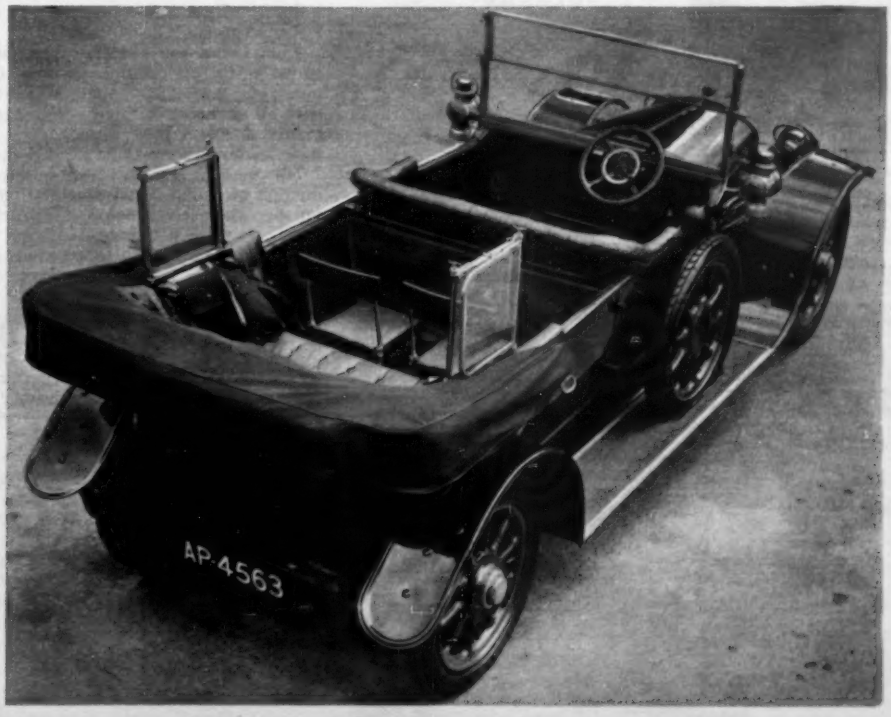


The carburettor is dwarfed by the very big cast alloy induction pipe. The fan belt is tensioned by coil springs which fit below the fan mounting bracket, and further cooling is aided by the water pump on the far side of the engine. The pulley for driving the dynamo can be seen behind the throttle pedal lever at the back of the engine

Bowling along a sunlit country road with the hood down and the high top gear engaged made one feel that this was the right method of leisure motoring. There was little draught behind the vertical windscreen and it was possible to see much more of the surrounding countryside than one can in a modern saloon.

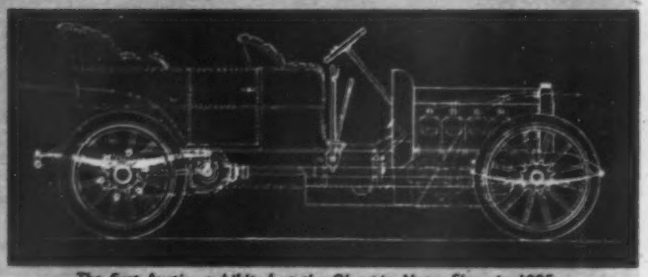
In its day the 20 h.p. Austin tourer cost £507 10s and the prospective purchaser had an impressive list of alternative equipment to choose from. He had a choice of three different wheelbases and a dynamo belt-driven from the back of the engine was an optional fitting. There was a sprag, for those who lived in hilly counties, at a cost of £1 10s.

Amongst the tools and accessories which went with the car was a valve lifter—this was before there were service stations in every big town, and the owner had to be prepared to do most of his own repairs. There was also a mysterious item called a tundish. What is a tundish?* H. C. F. H.



The low-flying bird's eye view shows the two separate collapsible seats for use when carrying extra passengers. There is luggage accommodation on the grid above the rear-mounted fuel tank, and the protection afforded by the mudguards is adequate

* *Tundish: a funnel for filling reservoirs*



The first Austin, exhibited at the Olympia Motor Show in 1905. The four-cylinder engine developed 32 b.h.p. at 900 r.p.m.

Chairman is Sir Leonard Lord, K.B.E., a forceful motor industry personality

Deputy chairman of the company is Mr. G. W. Harriman, C.B.E.

Men with a Mission

The late Lord Austin of Longbridge, K.B.E., LL.D., J.P.

by Montague Tombs

Highlights of Austin History

WHEN a person from outside a great organization attempts to portray the highlights of its history right from the modest beginnings, even though he may have had dealings with that organization for 40 years out of the 50 of its life, the task is not altogether an easy one, pleasant though it may be.

What is the outstanding feature of the Austin concern? Obviously it is the personality of its founder—hard-working Mr. Herbert Austin, harder-working Sir Herbert Austin, and hardest-working Lord Austin.

It is known that during his lifetime he was responsible for the production of almost one million automobiles. He provided the energy, the drive and the foresight which made possible the production of those cars. But the thought enters the mind that, since he could not have produced all those cars with his own hands—though they did their share in the actual making of the "new models" at the outset of the business—who were the people who provided the major work in those early days, and what may have been their reaction to the personality of their leader?

This thought led the present writer to seek interviews with some of the "oldest hands" in the Austin set-up. Some of the founder-members are still working, perhaps with the momentum inspired originally by their chief, some are leading the well-earned life of retirement, some have passed on, but are not forgotten by their colleagues.

It is always interesting to attempt to discover the reasons for the success of a very successful man. And it is apt to lead towards the repetition of a time-worn saying, that "there is no sentiment in business." More often than not, the main reason why a good leader gathers an efficient and faithful team is that he is able to inspire in their unsentimental hearts strong feelings of admiration, respect and devotion, which give the unceasing drive to the wheels of industry to turn relentlessly on, through easy or heavy going.

The personality of the late Lord Austin has become legendary—one is apt to take it rather for granted. But as soon as one delves into the history of the concern and talks with the remaining founders, it becomes obvious that it was definitely the inspiration of that one man which built a little business into a huge one, despite difficulties and not a few setbacks.

Right from the start he devoted all his waking hours to his work; his example inspired those who worked with him to do the same. Money was a secondary consideration with all of them; getting on with a good job was what really mattered. And they were happy, contented to stay with their leader so long as he needed them.

No doubt it was this atmosphere which led to the production of sound cars from the first. The team had to be satisfied themselves before a car left the shop. And, one sees, cars were not then made and sold to make profit for the team, but to get some money to make more, even better cars. It was right to make cars because the world needed improved transport.

So far as the motoring public is concerned, the history of the enterprise of Austin starts when he produced for the Wolseley Sheep Shearing Company his first motor vehicle, a three-wheeler with a single-cylinder horizontal engine. It is said that three of these were built, but only one would go. One is still in existence, probably the one which would go.

Later, in 1900, came a single-cylinder 6 h.p. Wolseley which was a good and promising car, and won the R.A.C. 1,000-mile Trial. Austin decided in 1905 to start car manufacture on his own account. He had two problems—to find a suitable factory, and to enlist sufficient financial aid.

Much against the advice of his friends, he selected a disused metal box factory at Longbridge, some 10 miles out from the busy centre of Birmingham. But he knew what

In 1895 Austin was experimenting with a tiller-steered three-wheeler

he was doing—he intended expansion and meant to have room for it from the very start. He valued the land, works and fixtures at £10,000, estimated that £7,900 would be needed for plant and wages, and that the balance in hand after a full 12 months' production would be £8,150. The design of his first car was already drawn up.

He obtained his needed financial backing from Kayser, of the Kayser Ellison Company, Harvey du Cros junior, son of the Dunlop Rubber Company financier, and other friends. And so in 1905 the Austin Motor Company was born.

The first man to join Austin in his car venture was Mr. A. J. Hancock, who did any jobs that were needed from the drawing office onwards. Mr. Hancock remained with Austin for his lifetime, and is now in retirement. He recalls much that is interesting of the early days of the company.

Austin designed his early cars himself, and used to give Hancock fairly complete general arrangements from which they worked out the detail drawings together. In fact, that system obtained more or less all the way through, though as Austin became more and more busy, his drawings became more in the nature of rough sketches, many of which still exist.

Very soon Hancock was joined in the drawing office by Mr. A. V. Davidge, who specialized in engines but later changed over to running the publicity department of the company. Davidge, who passed on some years ago, is well remembered by the technical, and no doubt the daily, Press as one of the most charming and efficient publicity men that the motor industry has known. He was quiet and unassuming, punctual and precise in all his dealings, and he had the technical developments of Austin products always clearly set out.

Another figure also always at the side of Herbert Austin was his brother Harry. Harry Austin undertook the chassis production side soon after the start, and he is still operating at Longbridge. Then on the body side was Mr. H. Challoner, only recently retired; he joined at the very start. He was a coachbuilder, who had experience with Windover's, of London.

These men were the backbone of the original team, and each would set his hand to any job that came along; they erected the early cars between them, and pushed them off the line for Herbert Austin to make the first test. Austin lent a hand himself, usually impatient and anxious to get on with it.

There is a story of the last touches being made on a car, and he offered to help by cutting out a carpet for it. They gave him the carpet and the pattern, and he cut it out beautifully, except that he put the pattern on the wrong side of the carpet, so that the pedal slots appeared on the left! Another story is told of the finishing of the first 20 h.p. car; it did not want to start, and eventually got off in clouds of smoke, dripping oil, petrol and water on the way, with Herbert driving in his shirt sleeves. He demanded the sacking of every man who had made a bad joint as the car got going. But when he got back from the road trial he was so pleased that he reinstated the delinquents.

By 1910 the Austin range was an extensive one, with models varying from 10 to 50 h.p. This was the Town Carriage of the era

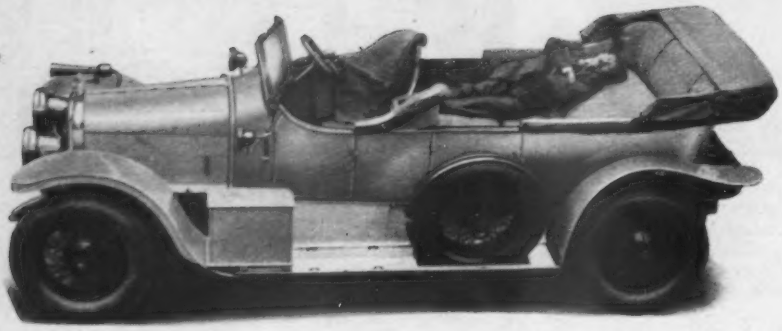
According to the faithful team who worked with him at the start, Lord Austin was by no means the rather unapproachable and austere person that a stranger might have thought. He had a keen sense of dry humour, and he was thoughtful for others. He did not forget the wives disappointed of their holidays, or those who waited late hours for husbands who would not come home until the urgent job of the moment was finished.

The team say of him that once he had accepted a man as a stout and faithful helper, he was prepared also to accept whatever little faults the man had. It is said also that in the early days when engaging a new man, he examined him closely for three things. One, was his complexion too ruddy, suggesting overmuch thirst; second, were his fingers stained brown, denoting overmuch smoking; third, last, and decisive—was his hair parted down the middle? He could not endure a man with his hair parted in the middle.

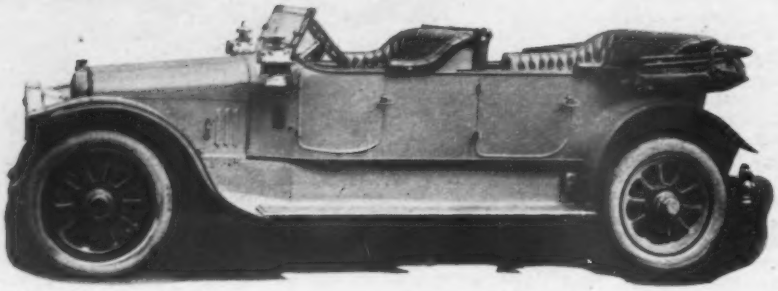
However, to return to history. The early team also in-

A demonstration of the first car to leave the newly founded Austin factory. Herbert Austin is at the wheel

Highlights of Austin History . . .

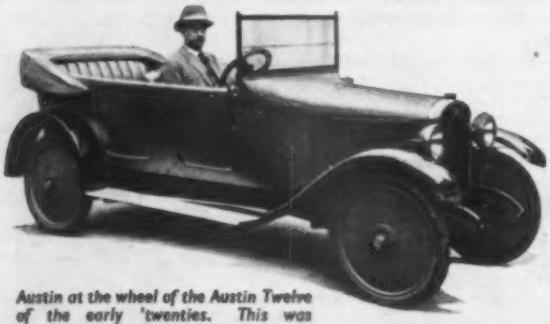


Period demonstration of the sleeping potentialities of the 40 h.p. Austin tourer of 1913: this was a specially built one



A famous machine of the Great War years was the Austin Twenty. This is the immediately pre-war version

In 1918 the Austin Twenty appeared in this new and cheaper version



Austin at the wheel of the Austin Twelve of the early 'twenties. This was another model which achieved an enviable reputation

cluded Mr. W. A. Howitt, Lord Austin's personal secretary, who is still at Longbridge, Mr. A. W. Jones, secretary to the company, Mr. D. Royce, the buyer, Mr. S. Holbrook, sales manager, Mr. A. Millership, and Mr. C. Whittaker, spares and receiving department.

On November 17, 1905, the newly formed Austin Company in the person of its founder and two draughtsmen appeared at the Motor Show at Olympia, receiving hospitality on the Ariel Stand, No. 41. They had no car, but they had prepared a small catalogue or brochure, in which were set forth an attractive specification for a 25-30 h.p. touring car and some general arrangement drawings.

The car was to have a four-cylinder engine, 4½in bore, 5in stroke, magneto and coil ignition, a four-speed gear box, and a chain-driven rear axle, delivery to start in March, 1906, and the price £650. Herbert Austin, Hancock and Davidge displayed this catalogue and answered questions with great enthusiasm, and they got the orders! Just think of going to Earls Court this year with only a catalogue and getting orders!

However, the first car was duly completed before March—it was the one already referred to as refusing at first to start, and then going off in a cloud of smoke. Production had begun, and gradually skilled men began to join the factory, and in the first year 270 men turned out 120 cars. The cars proved reliable and good, and a large selection of equally good coachwork was made available.

In 1908 three special 100 h.p. racing cars were built, and two of them, driven respectively by J. T. C. Moore-Brabazon (now Lord Brabazon) and Dario Resta, finished successfully 15th and 16th in the French Grand Prix. Also a private sportsman, O. S. Thompson, achieved repeated successes, year after year, at Brooklands with a 25-30 Austin called "Pobble."

By 1910 the number of workers had risen to 1,000, and a single-cylinder 7 h.p. car and 15 h.p. town carriage had been added to a range of 10, 15-24, 40 and 50 h.p. models. First-rate representation overseas had been secured, and an output of 1,000 cars a year was planned. Saunders, of Cowes, built a speed launch powered with two 12-cylinder-vee marine engines made by Austins. This launch was called *Maple Leaf IV*, and won the British International Trophy two years in succession at a speed of 50.78 knots.

In 1914 the company changed from private to public ownership, and the capital was increased to £250,000. Then came the Great War of 1914-18. One of the first activities was the conversion of certain cars in stock to armoured cars for Russia. Thereafter came a tremendous war effort in Longbridge, producing millions of shells, hundreds of guns, thousands of aeroplanes, aero engines and trucks. Herbert Austin was knighted, and became Sir Herbert.

After the war the situation was decidedly grim. A new 20 h.p. car had been designed, but it had to be brought into production. A foundry strike at that period nearly put an end to the company, and resulted in heavy financial difficulties.

This car was the now famous Austin Twenty which had a four-cylinder, monobloc engine 3¾in × 5in bore and stroke and a four-speed gear box with central change. The body was of unusually smooth and clean lines. The price was to

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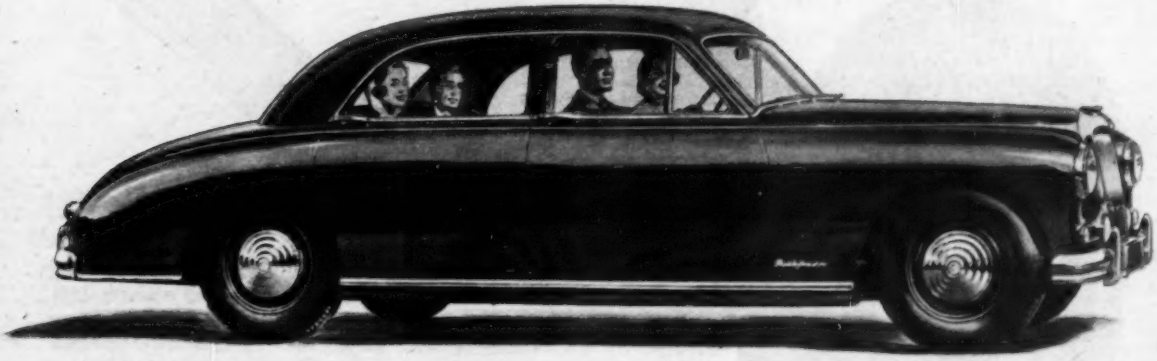

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Highlights of Austin History . . .

have been £495, compared with a previous price of £700 for its counterpart. Unfortunately, mounting costs of production necessitated a surcharge of £200 before the car had been on the market very long.

Despite a complete reorganization and a good order book, financial difficulties supervened and an Official Receiver was appointed. Sir Herbert Austin was a good man who could not be kept down. If the Official Receiver and fellow directors could not or would not countenance development work —all right, Sir Herbert would do it himself at home.

He set to work to design the world-famous Austin Seven, the Baby Austin. Members of the old team came along to help in their off-time and the car became a fact. It may have been ridiculed at first, but the conception was right and the design was very clearly right. He achieved, as all the world knows, a tremendous success, and before long the Official Receiver was out of a job. Since then the financial side of the company has never fallen back.

The writer of these notes put the same question about the Austin Seven to the original team, Messrs. Hancock, Challoner, and Harry Austin—did the Seven give you any particular trouble to get going in production? Separately they agreed that the little car was pretty well right from the start. The team, as a matter of fact, thoroughly agreed with Sir Herbert when he first mooted the idea of the car to them. Incidentally, they all say that Sir Herbert was a fine engineer, conservative in practice, but always considering new things. It was very seldom that any one of them felt impelled to argue about a proposed development, for they had such complete faith in their leader.

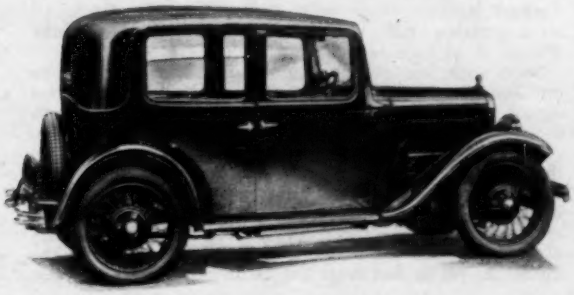
From this point one felt impelled to ask each if he could recall a bad Austin model. There was no instance to be recalled of a bad car, but the six-cylinder, 12 h.p. model was regarded with some disfavour. The main source of bother with the early Seven was due to the fact that the frame stopped short at the back when it met the rear springs, and this put a heavy load on the body sill, which was liable to crack. Some strengthening put the matter right. The triangular design of the frame was spoken of as a godsend to the body builder.

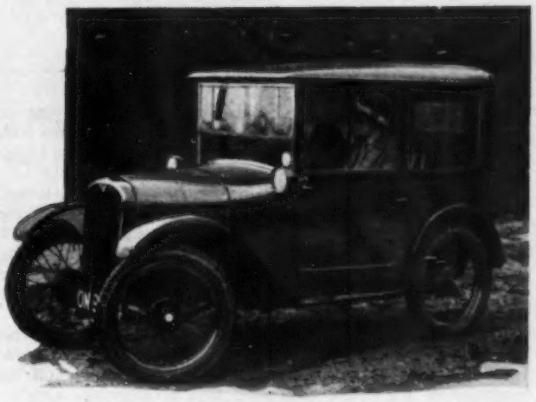
In 1922 the Seven was exhibited at Olympia at a list price of £225, and from that moment it progressed until it became a vogue, and was known all over the world. A. C. R. Waite, who previously had won many events at Brooklands and elsewhere with the Austin Twenty, now began to tackle racing and sporting events with the Seven, so starting a programme which led on to further fame.

Extensions to the factory made in 1925 and 1926 caused it to cover 62 acres of the 220-acre site, and 8,000 workers were then producing 25,000 cars a year. Sales in 1925 amounted to £3,900,022 for the home market and £874,771 for export, this accomplished mainly with the 20, 12 and 7 h.p. models.

The next few years were devoted mainly to consolidation. A new six-cylinder 16 h.p. car came along and by 1929 the number of different models had increased to 28, whilst prices had been considerably reduced through the gradually developing system of flow production. The Seven was selling at the low figure of £130, and an output of 1,000 cars per week was reached in 1930.

Handsome in its squareness even today—the Austin Ten saloon of 1932





The evolution of the Seven was long and successful. This was a famous version in 1926

Sir Herbert was, quite properly, rather vain about his productions—that is to say, he would never have anything but a standard production model for his own use, and he did not like any other member of the firm having something special.

There is a story that one of the directors ordered a body with a very specially fitted interior—"all the trimmings," as they say. The coachwork department had, of course, to produce the goods. When it was finished Sir Herbert came across it by accident. He sent for the chief body man and said that he did not approve of production being disturbed for such a purpose—and anyway he did not like the job. Moreover, if the standard article was good enough for him, it was good enough for anyone else on the ground.

The chief body man got out of that one rather neatly. He said, in substance, "I have been working for you for many years, but in my opinion I have never yet made a body that was quite good enough for you." That may have been the gentle answer to turn aside wrath, but it was also the truth as the body man meant it.

In the early 'thirties a few economic difficulties were encountered and overcome, but the main effect of them was to increase the number of models, to seek business wherever it could be found. In 1931 the six-cylinder 12 h.p. of not so happy memory appeared, to be followed by an entirely new Ten. In 1936 Sir Herbert Austin, "father of the British Motor Industry" and known affectionately to that Industry as "Pa Austin," was created a Baron and became Lord Austin of Longbridge.

The year 1937 saw the introduction of some new models which were to prove very successful—the Big Seven, the 10 h.p. Cambridge, the 12 h.p. Ascot, and the 14-16 Goodwood. In the range at this time were also the roomy and much appreciated 18 and 20 h.p. saloons. It was in this period that the brilliant young designer Murray Jamieson produced the marvellous 750 c.c. racing Austin, with its twin overhead camshaft engine.

In 1938 another star appeared in the Austin firmament—Mr. L. P. Lord joined the company as works director. At the age of 42 he had already made a brilliant success as managing director of the Morris, Wolseley, and M.G. companies, and as manager of Lord Nuffield's £2,000,000 Trust Fund for Special Areas.

Obviously Mr. Lord was a man to appeal to Lord Austin—he could use his hands as well as his phenomenally quick brain, he knew the insides of cars from A to Z, he could handle a car in a way that uncovered any defects quickly, and he knew production not merely as it was but as he intended to make it in the future.

This was the man who could and would develop the Austin enterprise even beyond the dreams of its founder; a man of dynamic energy, very kind hearted by nature, and yet able to be quite ruthless if that was really necessary, and endowed with a keen sense of humour and a ready wit.

An orator, too, not by reason of heavy periods but because he says in plain language exactly what he thinks, so that he secures the attention of his audience instantly, and has them listening intently.

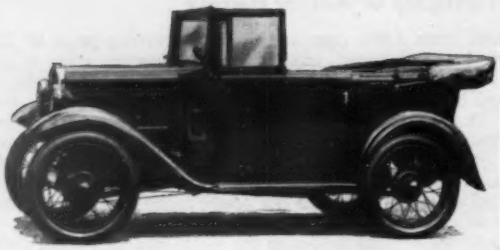
It is interesting for an outsider to find that not only is

Highlights of Austin History . . .

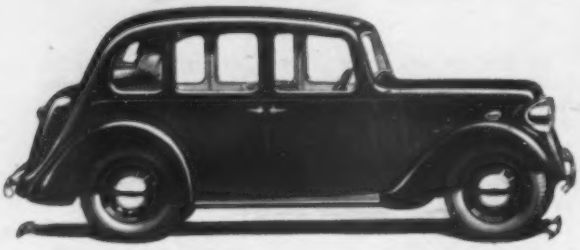
Mr. Lord, now of course Sir Leonard Lord, carrying on and exceeding the enterprise of Lord Austin but also winning as much, or more, of the respect and affection of the personnel of the Austin organization.

At this period the prospect in the Austin garden looked lovely, until the gathering stormclouds of another World War finally burst forth. The Cofton Hackett aero factory was already in operation, and the first Austin-built aeroplane, a Fairey Battle, had flown from Longbridge. Meanwhile, under Mr. Lord's enterprise, Austin had re-entered the 2- and 5-ton commercial vehicle field.

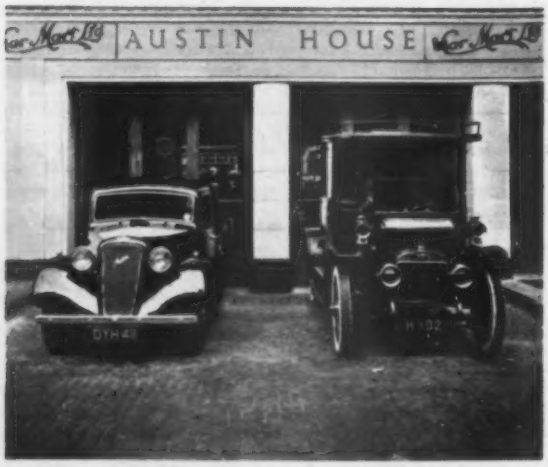
Longbridge already possessed deep air-raid shelters able to accommodate 15,000 people, and the shops were engaged in many War Department activities. The variety and the quantity of the items produced was prodigious—armour-piercing projectiles, ammunition boxes, Oerlikon and Bren gun magazines, jerricans, steel helmets, assemblies for mines and depth charges, bogie suspension and driving gear units for tanks, a steady output of wheeled vehicles of various kinds from 8 and 10 h.p. utilities to four- and six-wheeled trucks with four-wheel drive, and the K.2 ambulances.



1932 tourer version of the Seven. This model is often seen today



By 1936 the "streamlining" vogue was beginning, and the Austin Ten Cambridge showed first signs of it



By 1937 the modern appearance of the Austin front was in sharp contrast with earlier models, in this instance a 1907 car

The big car of the range in 1947—the six-cylinder 110 Sheerline saloon

The shadow factory which started with the Fairey Battle continued with Miles Masters, Horsa gliders, Hurricanes, Mercury and Pegasus aero engines, then Stirling bombers, and finally the very successful Lancaster four-engined heavy bombers, of which 3,000 were produced. At the height of the war 32,000 hands manned the factories.

Except for one daylight raid by a lone bomber, they were untroubled by direct air attack, possibly due to the peculiar countryside location which Lord Austin had so carefully chosen in the early days.

Lord Austin died in May, 1941, after a short illness, and his passing was an abiding shock to his team. He was succeeded by Mr. E. L. Payton, who retired four years later, and Mr. L. P. Lord became chairman and managing director in 1945.

The first "new model" car to appear after the war was the Ten, early production of which was helped by the fact that the Ministry of Supply had ordered a large number for delivery in 1945. The Ten was similar to the pre-war car, but with refinements based upon wartime experience. These included the timing chain tensioner, the non-loss radiator and special crankshaft lubrication.

The Eight soon followed, and then the Twelve and Sixteen, which were similar cars except for the larger engine of the Sixteen, which was the forerunner of a new policy decided by Mr. Lord, namely, that Austin cars in future were to add high performance to traditional reliability.

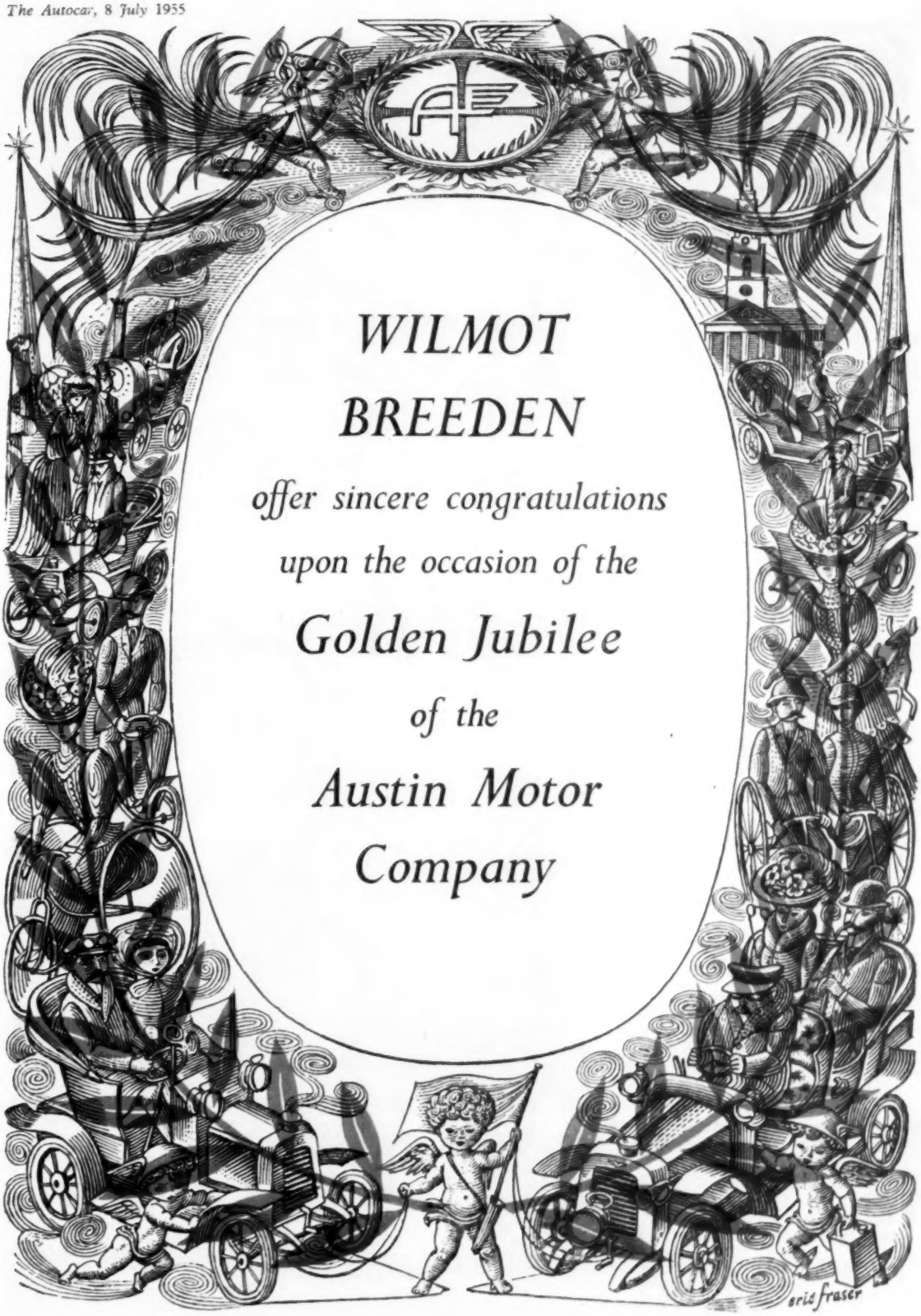
One senses that this policy must have brought some headaches to the team, because the old-time reliability was partly due to the cars having a moderate performance which did not tax them unduly. However, there it was—it had to be attained, and later years showed that it was.

Inside the factories another revolution was taking place with the introduction of new and far-reaching flow production methods. Magazine tools were individually motorized instead of being belt driven from overhead shafting, new machines were obtained, serviceable ones modernized.

The results of this revolution were most noticeable in the engine section. All the parts required were marshalled in stores and placed in container sets on the assembly track which delivered them to the assembly bay ready to the workers' hands. When built, the engines were "run-in" on a turntable which motored them at steady speed whilst filtered oil at high pressure flushed out the bearings.

Soon after this reorganization had taken place, the one millionth Austin car was built. Painted matt cream, it was signed by the chairman and the workpeople. It rests in the showroom at Longbridge alongside other historic cars.

The following statistics give an interesting sidelight on the perpetual improvement in production methods: In 1910 it took the equivalent of 104 men to build one car in one week, in 1926 it took 16 men, and in 1946 it took eight men one week to build the millionth car. Forty-two years elapsed between the building of the first Austin and the millionth, yet so fast were the factories increasing in size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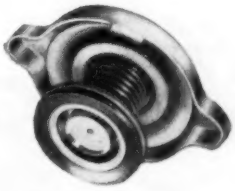

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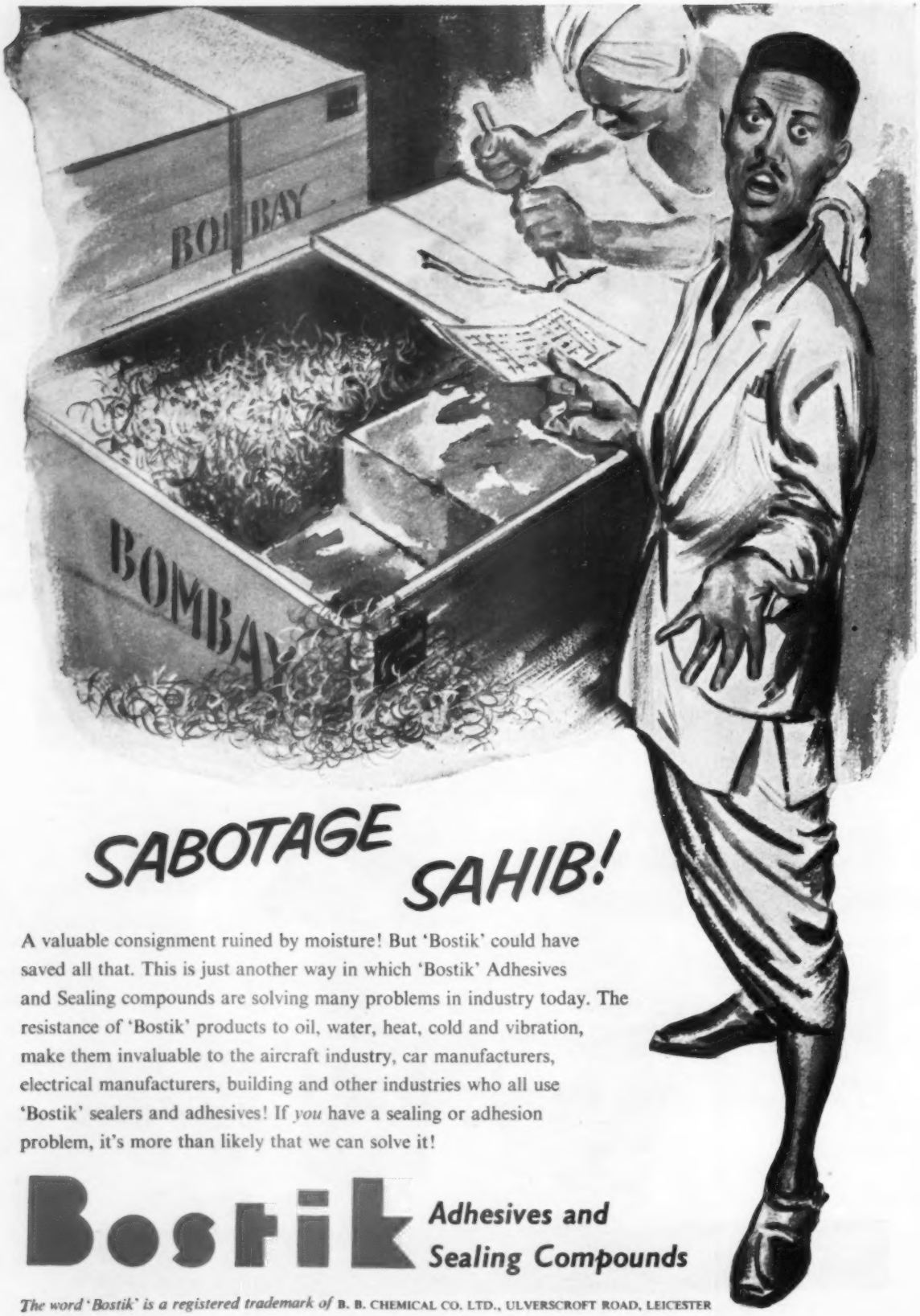

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Highlights of Austin History . . .

and production efficiency that only six years elapsed between the one millionth and the two millionth.

In the severe winter of 1946-7, three Austin Sixteens made an epic run of seven capitals in seven days from Norway to Switzerland. They arrived exactly on scheduled time at the Geneva Motor Show, where two new and very interesting cars were being exhibited, big six-cylinder luxury vehicles of the highest class—the "Sheerline" at £1,000, and the "Princess," with a coachbuilt body by Vanden Plas, at £1,500.

It was soon after this that L. P. Lord began his attack on the American market in search of dollars. He visited the United States and studied the prospect, then returned to Longbridge and produced the now famous A.40 Devon. Then he and Mr. G. W. Harriman, his powerful right hand and works director, returned to the United States, taking two cars with them. That is rather reminiscent of Herbert Austin, Hancock and Davidge attacking the 1905 Motor Show with a catalogue—history repeating itself.

The Americans liked the A.40, dealers were signed, and that tremendous handicap of the time—no proper service facilities for British cars in U.S.A.—was boldly met by arranging a scheme whereby Austin spare parts could be flown to any part of the vast country in 24 hours.

The invasion of a market hitherto regarded as unassailable had begun—in 1948 the total production for the year reached 85,400 vehicles, of which 54,054 went overseas. Total export earnings had reached £30,000,000.

The Motor Show at Earls Court in 1948, the first for ten years, saw the arrival of two new Austins, the A.70 Hampshire and the A.90 Atlantic convertible. The A.90 in particular had a fine performance, which it proved at Indianapolis by running continuously for seven days and seven nights, and covering 11,850 miles at an average speed of 70.54 m.p.h. It established 63 new stock car records and annexed 27 U.S. National records.

By July, 1949, annual production had reached 126,685 cars, in 1950 it was 157,628, and in 1951 it had risen again to 162,079, of which 114,609 went to export markets. By November, 1950, a quarter of a million A.40s had been made and had earned 70,000,000 dollars for Great Britain.

Nevertheless, there was no resting on laurels at Longbridge. A new car assembly plant was taking shape, of the most modern kind in the world. Its aim was to make maximum use of electronic controls for automatic selection, sequencing and feeding of parts to the assembly tracks. This was where the great ability of G. W. Harriman, now deputy chairman, had full play.

The new building, erected on the old flying ground and fed by an intricate system of underground conveyors, was opened by the Minister of Supply in July, 1951. It had an output potential of one car every 45 seconds.

At the 1950 Show the A.70 Hereford was announced, followed a year later by the A.30 Seven. In 1952 came the A.40 Somerset, successor to the Devon, and later in the year the Austin-Healey Hundred started its career.

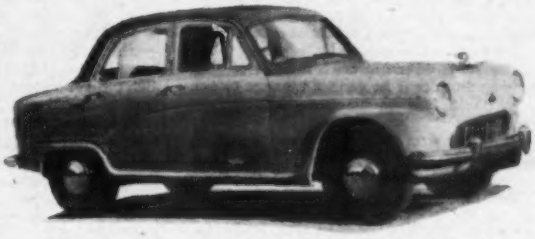
The company by this time had acquired the shadow factory at Cofton Hackett where it produced the 5 cwt and 1 ton four-wheel-drive general-purpose vehicles. The former had been largely developed by the Nuffield Organization, and became known as the "Champ." By 1952 the company employed 19,000 people, and the factory site covered 250 acres. It had earned since the war £150,000,000 in foreign currency.

Then came another high spot. An Austin-Nuffield merger, first mooted early in the history of the two companies and revived in 1949, became an accomplished fact in November, 1951, as the British Motor Corporation.

Reorganization throughout the factories developed with speed, a new engine factory was planned and a new advanced production technique was adopted. Transfer machines, each of which replaced 25 orthodox machines, had already been built by Austin engineers. These huge installations take rough castings or forgings at one end and unload finished components, such as engine blocks or gear box casings, at the other, and require a minimum number of operatives.

The A.40 in 1947 had a two-door version called the Dorset

In 1951 the Seven reappeared in its modern guise—a welcome return



The A.90 came along in 1954 in its latest version as the Westminster

In the meantime the A.40 had become the Cambridge, of similar appearance

Another development was the production for the Nash Company of U.S.A. of a special car, the "Metropolitan," based on A.40 parts.

The Americans took a fancy to the Austin-Healey Hundred. At the Bonneville Salt Flats a supercharged version of this car clocked 192.6 m.p.h. over the mile.

In September, 1954, a successor to the A.40 Somerset was announced. It was a completely new car called the "Cambridge," of unitary construction, and offered with a choice of 1,200 c.c. or 1,500 c.c. engines. Next the A.70 Hereford was replaced with a six-cylinder A.90 Westminster.

And so the history of the Austin enterprise is brought up to date. Who knows what the dynamic chairman, created Sir Leonard Lord in 1954, will do next?

KEEPING IT WARM with rugs and a cushion at a refuelling halt in the Mobilgas Economy Run. This Hudson Rambler was second in the over 2,600 c.c. class, returning 44.44 m.p.g. So intent were the drivers on conserving heat that adhesive tape was used to seal the joint lines of the bonnet, and the radiator was blanked off. High pressure in the tyres could be deduced from the small area of tread in contact with the road surface

M.P.G. OR M.P.H.?

The Choice Mainly Depends on Driving Technique

SUCH events as the recent Mobilgas Economy Run, in which remarkable distances were covered per gallon of petrol, not so much by modification as by a special technique in driving, are apt to make the everyday motorist more conscious of the comparatively modest distance he is covering on a tankful of fuel, and to wonder if he cannot manage to get, say, 35 instead of his present 30 to the gallon.

The winning car in the Economy Run, a Triumph TR2, averaged 71.02 m.p.g. for 576 miles of quite hard going; among other good performances were 76.39 m.p.g. by a Renault 750, 62 m.p.g. by a Standard Eight, 42.76 by a Standard Vanguard, 49.36 by an Austin-Healey, 38.02 by a Vauxhall Cresta, and so on. The regulations and the careful scrutiny ensured that awards went to those whose driving technique was best suited to the conditions—very little departure from standard specification was permitted.

Compromise

It is a safe generalization that 99 drivers out of 100 could obtain a marked improvement in petrol consumption if they were prepared to make some sacrifice in return. Motoring is a compromise—one can have sparkling acceleration and high speed, or one can cover more miles to the gallon than most other drivers of similar cars, *but not both*.

The manufacturer goes all out to give the motorist what he wants in the way of performance, so far as the nature and the design of the mechanism permit, and there is no question that that is the criterion by which most buyers make their selection. The maker could improve the fuel consumption of his product appreciably if the buyers asked for that, and were prepared to see their own cars outclimbed and out-accelerated by somebody else's rather similar model from another factory.

But the designer, shrewd fellow, does best by offering sufficient performance to satisfy the majority, with as modest a petrol consumption as that standard of achievement permits. Hence there is scope for those who desire it either to improve performance, almost invariably at the expense of fuel consumption, or to get more miles per gallon, at the cost of some loss of performance. Such extras as overdrive —which the winning TR2 in the Mobilgas event did *not* have—and freewheel can affect these issues, but they are normally part of initial equipment and one should soon learn how best to use them, be it for economy or for performance.

Cheese Paring?

How should one set about securing more miles to the shilling? There is one quite elementary approach—to use cheaper fuel—but of course it has its snags, for we get what we pay for in fuel as in most other things. Suppose one normally covers, on a non-premium fuel, 24½ miles per gallon—call it 2d per mile; then one changes to a premium fuel. To keep petrol expenditure at 2d per mile, the car must now return 27 m.p.g.

But it is not so simple; a premium fuel will give smoother running, better performance and will cut out pinking, and this improvement will be more marked the higher the compression ratio of the car concerned. Premium fuels are blended to give optimum results at the higher compression ratios. It is for the individual owner to try the different grades of petrol and decide which blend best suits the compression ratio of his engine, and the extraction ratio of his pocket.

Another aspect of this economy question is linked with engine efficiency, for if an engine is allowed seriously to deteriorate, then it cannot give full value for the money invested in fuel. A driver who wishes to improve his m.p.g. figure should first ensure that the engine is in first class condition, and that nothing is being wasted by valves that do not seat properly, by maladjusted tappets that make nonsense of the designer's intentions; and by plugs that at times fail to fire the charge in the cylinder. The average owner-driver who is prepared to invest time and care in doing his own decarbonizing and valve grinding can make as good a go of it as the garage mechanic because, to do as thorough a job, the mechanic would have to charge more for the time taken than many owners would be willing to pay. But a reputable garage will do as sound a job as the owner is willing to pay for, and if the engine is doing its best with the fuel provided, then one can turn to other considerations.

Carburation, for instance, can be varied, the use of smaller jets or a different needle —according to type—metering less fuel to the combustion chamber though in most cases at the cost of some impairing of performance. There are exceptions—a recent correspondent of *The Autocar* told of using a substitute carburettor needle which gave him more m.p.g. *and* better acceleration in the middle ranges, though his top speed was reduced to 75 m.p.h. One wonders how often a higher maximum speed than that is of use on British roads today.

The Cost of Wear

An old and worn carburettor can make mockery of attempts to secure economical adjustment, for the needle float valve may stick and let the petrol flood over, or extra air may be sucked in at butterfly valve bearings which have worn oval. Replacement with a reconditioned unit can make a wonderful improvement.

Petrol which vaporizes anywhere but in the induction manifold is wasted, so be on the alert against any smell of petrol —on the road, possibly through flooding of the carburettor, or when one goes to the garage in a morning, in which case there may well be a small leak at a union somewhere along the fuel line.

The plugs are, in general, a good indication of whether the fuel-air mixture is right, a thin, milk chocolate coloured deposit indicating that there is little wrong.

Ignition adjustment—less of a problem with the automatic vacuum control available on modern cars—can make an appreciable difference to petrol consumption. The criterion used to be a smooth, even and slow tick-over, with little regard to

A Triumph TR2—not the winner—ready to start the timed quarter-mile acceleration test at Silverstone in the Economy Run. This, by penalizing those who could not achieve a standard time for their class, discouraged those who sacrificed too much performance in the search for economy

the fact that it is easy to obtain that by retarding the ignition. But the correct setting for tick-over is *not* correct for main road cruising. Retarded ignition and a rather weak mixture are apt to make the engine run hot, so if the tick-over is very good and the radiator tends to boil somewhat readily, it may pay to try the effects of a little ignition advance—but only a very little at a time, and if there is no overriding control to be taken into account.

Economical Temperature

The engine is making the most efficient use of its fuel when it is well warmed—about 185 deg F is generally recommended—and if a thermostat is fitted and is in good working order that temperature will usually be achieved and held, though in winter it will probably be necessary to blank off part or all of the radiator by means of blinds which are available on the market—or by the simple expedient of a piece of cardboard.

If there is no thermostat, then a radiator blind is a great help, but it should be used in conjunction with a radiator thermometer, for otherwise there is no way of telling what are the results of one's adjustment of the blind.

So much for the engine proper; too heavy an oil in gear box and final drive will absorb power which could be better used in turning the wheels, while too thin an oil may get past the oil seals! Care should be taken, too, to ensure that an oil change will not harm the transmission. A thinner engine oil, if suited to the particular power unit, will help to save fuel, and multigrade oils are particularly attractive in this respect, so long as the recommended precautions are taken if they have not been used before.

If the car is hard to push about on a level surface, there is scope for adjustment here. One should make sure that a brake shoe is not rubbing in the off position, also that the wheels are in correct alignment—a job for a good garage, this. There may be much to be gained from an increase in tyre pressures—5 lb sq in above the recommended figure can make a substantial cut in rolling resistance. The owner who can hook a couple of fingers over his bumper bar and pull the car along on level ground has little to worry about there.

Most important factor, however, in securing full economy, is the driving technique, of which probably the most influential feature is the utmost respect for the accelerator—the control that determines how much petrol the engine is to have, and we are out to be mean with that.

The minimum throttle opening should be the rule, because we want economy, not flashing acceleration and high speed. We start in second gear on the level or downhill, slip into third as soon as possible, and then into top at 20 m.p.h. or so. In built-up areas the maximum is, of course, 30 m.p.h., and outside, 40 m.p.h. or a little more is the limit.

As we approach traffic lights, we judge from some little distance that they will be at red when we reach them, so we slip the gear lever into neutral and roll up to the stop line with a mere hint of braking. And don't play at "first over" when the lights change—wait for the green and then take it easy, pulling away on a light throttle opening and changing up early.

A hill lies ahead, and we let the car climb in top *at the same small throttle opening* until the speed drops to about 20 m.p.h. so long as it is not labouring, then change and carry on in third, still with the same light depression of the pedal. Then into top, and down the other side in top gear, with the foot off the accelerator and hovering over the brake pedal ready for any need which may arise.

So it goes on, with smoothness the aim—no hard acceleration, no hard braking to dissipate the kinetic energy built up, unless road conditions demand it. A certain amount of practice is required to develop such a technique, but it is rather fun to try it once in a while, even for the man who generally prefers to press on. Most important is to cultivate that very tender right foot—in competitions the really keen types drive with no shoe on at all, or with only thin rubber pumps, to ensure the maximum delicacy of touch.

Is it worth all the trouble? That depends entirely on the individual, but the effect of these methods alone may be illustrated by a car, a popular, modern ten, driven recently in this fashion by the writer. The engine condition was excellent, but tyres were at the maker's recommended pressure.

Exceptional

The car was taken over on a Sunday mid-morning and driven 35 miles home with two aboard over good roads, with few hills and hardly any traffic, in under 70 minutes. The tank had been carefully filled to a mark within the filler neck at the start. Now it was refilled to the same mark, the car again standing on level ground and rocked to make sure that there were no air locks left in the tank. It took 3½ pints—the resulting figure of 80 m.p.g. seemed almost too good to be true. It was exceptional but it can be done.

To make sure, the car was taken out again in the afternoon with four aboard for 47 miles, including a few hills and the usual volume of spring Sunday afternoon traffic on main roads. This time three-quarters of a gallon were needed to top up the tank—62.6 m.p.g.

To revert to the Mobilgas event, the motorist should realize that he cannot normally expect to reach the figures achieved there, for the competitors used a number of stratagems which would not, in fact, be worth the while in everyday conditions. They allowed engines to labour in top gear, for example, well knowing that that would be very unwise as a regular practice; they had their tyres bone-hard, not minding for a 24-hour spell the resultant discomfort which would be intolerable for longer periods. Nevertheless, those who are minded to try a less extreme technique may well find that it pays them.

A women's team take their Hillman Californian through the speed test at Silverstone

The car, a 1½-litre Riley, is familiar to British eyes, but the setting is not—a rough, stony mountain road near Tripoli, in the Lebanon, with a few buildings clustered in the burning sunshine on a hill top, the slope descending in terraces to the far-reaching plain beyond

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OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

Railways Into Roads

The Debate Continues

MR. WOODHOUSE (June 24) does not dispute the fiscal points in my letter [66445]. Effective time for a journey is from the moment the traveller is ready to leave home or office to the time he reaches his final destination. On the journey in question I should be surprised if the average excess of this time over the time in the train is less than an hour.

Regarding the width of track available I cannot do better than refer Mr. Woodhouse to your leader of May 20. We are not told why all railway bridges would have to be rebuilt before a rail into road conversion; I can remember seeing Army trucks carried on railway waggons, and if this combination can cope, I do not see why the truck alone should have too much trouble. I agree that the bridges are not ideal, but I do not think they would constitute an urgent problem. Specialized commercial vehicles would, no doubt, appear to take advantage of easy gradients and curves, and these would be designed with regard to the clearances available.

It is hardly fair to compare rail safety with that of our obsolete roads. The argument would be valid only if roads could not be made much safer. My remarks about the reliability of railways (in fog or otherwise) would not be printable and I have not heard a good word about rail carriage of goods, pilfering and damage being matters of considerable concern.

It is true that a railway is a means of moving bulk loads, but that does not mean that it is the best. Passengers can rarely be classed as bulk goods and should have enough individuality to resent any attempt to do so—even troops are often moved by lorry convoy. Oil goes readily by pipeline, fuel and power by electric grid, coal and the like by coastal and inland waterways. It would be no more illogical to allow aircraft on internal routes to use duty-free fuel than is the present discrimination in favour of diesel-engined rail-cars.

It is unfortunate that supporters of a "Rail into Roads" policy are not united in an association to put forward plans as an alternative to the Transport Commission modernization programme.

Worcester. H. BARRS.

Garage Service

The Other Point of View

IN reply to J. C. Tysoe (June 24), I, too, have a long black list, but mine is a list of motorists who have at some time "most graciously" provided me with a few coppers profit and then wanted it all back again in free services—I am a garage proprietor. Even Mr. Tysoe would be surprised at some of the free services asked for. When I go shopping, if I am asked a fair price for a good article, and it is courteously handed over to me in a clean, prompt, efficient manner without any free trimmings, I feel I have got value for money, and one cannot have better than that.

Knaresborough, Yorkshire. A. C. ROYD.

Three Great Drivers

Moss, Gabriel and Edge

THE wonderful drive of Stirling Moss recently in the Mercedes in the Mille Miglia brings to mind two other outstanding drivers. First was the remarkable performance of the Frenchman Gabriel in the 70 h.p. Mors, with its upturned, boat-shaped body in the Paris-Madrid race of 1903, stopped at Bordeaux on account of the many accidents. The cars were

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started at short intervals and Gabriel's number was 168; he arrived at Bordeaux first at 62½ m.p.h. average for the distance in spite of clouds of dust, people crowding on to the road, and the very large number of cars of all sizes competing.

The other drive I had in mind was S. F. Edge's 24-hour continual driving on Brooklands track soon after it was opened in 1907. He averaged over 60 miles an hour for the whole time. The track was lit up during the night. He was driving a Napier.

Hitchin, Hertfordshire. EDWARD L. MAYER.

Where to Change Gear

Demands of Export Market ?

MAY I endorse most heartily the views expressed in your leader—Where to Change Gear (June 24)—and add that the concluding sentence might well be framed and exhibited in prominent places where matters of design are decided.

No doubt the answer which our manufacturers would give to the question posed by a correspondent, G. R. Minchin [66462], recently, on the subject of steering column changes, is that they have to consider the demands of the export market which, incidentally, in addition to wanting bench-type seats plus off-set steering columns to facilitate the sometimes dangerous practice of riding three abreast, now seems to require the most ostentatious colour schemes.

It seems a pity that more makers do not offer an alternative, if necessary at reasonable extra cost, to the discerning motorist, who prefers practical features of design proven by experience, rather than those fashions so frequently extolled in meaningless phraseology in the pages of transatlantic weeklies.

Some of us hope that such features will die a natural and not too lingering death, like the spate of small multi-cylinder engines of the '30s—"silken sixes" I believe they were called—which few have cause to remember with pleasure. G. L. CARTE.

Ewell, Surrey.

Road Sign Extraordinary

Precedence for Pachyderms

I PHOTOGRAPHED the road sign "Elphants have right of way" in Uganda, on the road to Kateve near the Belgian Congo border. Elephants frequently cross this road and woe betide the driver who ignores this warning! When one European driver attempted to pass an elephant in the road the elephant charged the car and one tusk pierced the offside front door, fatally injuring the driver. If one stops the car usually an elephant will cross the road and continue on its way without any undue curiosity. It is possible, though, that one day an intelligent animal may feel rather aggrieved at having its name spelt incorrectly and remove the sign. M. D. ROSS.

London, N.W.3.

Psychology and Safety

SRO 548 Answers His Critics

MY original letter [66421] seems to have been misunderstood by some of the correspondents in your issue of June 24, who have not noticed the phrase "usually in the wrong place."

To "Minor," I would only say that after 30 years on the road, I know to an inch where my left hand wheels are running, and to "GBN 132" I would like to say that many of the "handier size of car" to which he refers have been saved from a nasty position only by my own anticipation of trouble ahead, which has resulted in my using the Jaguar's excellent brakes so that the overtaker can get away with it.

"J. A. S." is quite wrong in attributing my attitude to a dislike of being passed—I could not care less what overtakes me in safe circumstances, and while I am glad he is getting 33 m.p.g. I am myself actually getting 22 m.p.g., which is another tribute to a remarkable engine, although I do not expect many people to believe it!

To "J. H. G." I would say that it is not a question of travelling below the speed of the majority of the traffic. The offenders are usually those impatient people who want to travel a little faster than the speed accepted as safe by the majority.

I doubt, however, whether the majority of such folk are readers of this excellent journal, as it naturally appeals to the more knowledgeable and sincere motorists, and I am sorry that what I started as an interesting point for discussion should look like turning into a slanging match. Which will do none of us any good. "SRO 548."

[This correspondence is now closed.—ED.]

Unusual warning in Uganda, referred to in the letter headed "Road Sign Extraordinary"

Multigrade Oils

"A Very Satisfied User"

I PURCHASED a 1952 Standard Vanguard in April, 1954 when the recorded mileage was 19,537 and immediately drained and refilled the sump with a well-known multigrade oil. The consumption then settled down at a steady rate of 3,000 m.p.g. After the first 1,000 miles the oil was changed and by then the engine was noticeably more lively and fuel consumption had improved slightly. I continued changing the oil at intervals of about 1,000 miles; in November, 1954, I changed to a high-grade straight S.A.E. 20 oil. The consumption was lowered to 4,000 m.p.g. while using this oil, but by April, 1955, the engine had become so sluggish that I reverted to the 10W/30 and had my first de-coke. Now, at just over 30,000 miles oil consumed between changes is still at the rate of 3,000 m.p.g.

My car is in use mainly in town traffic on short runs, and frequently the engine does not reach a proper running temperature for two or three days at a time. It is here that I am confident the multigrade oil has shown its main benefit. The remainder of the car's running (in mileage, about half) is made up of medium-distance journeys which are always covered in the shortest possible time and usually begin and end in heavy traffic. Wherever possible the car is cruised at 60-65 m.p.h. and frequent use is made of 75-80 m.p.h. bursts. Here, at least, is one very satisfied user of multigrade oils. GNJ 209.

Maidstone, Kent.

His Car Developed Clutch Slip

I DECIDED to try a "flat curve" engine oil in my 1954 750 c.c. Renault, and was very pleased with the ease of starting and improved performance in cold weather. The car soon developed clutch slip, however, and the makers suggested that I reverted to an oil of the recommended grade. I followed their advice and the quite severe clutch slip quickly disappeared.

Sedgley, Worcestershire. HAROLD H. SLACK.

Winkers and Trafficators

The Needs of North America

FEW people would question the findings of the Road Research Laboratory, but I feel that a balanced view is being lost not only in various letters but even in your editorial.

You quote two faults of the "winker"—poor visibility and slow recognition. The first is no fault of the system, but only of its present application. In addition, "winkers" are hidden only when cars are so close that they should be moving at very low speeds at which an accident is unlikely.

The delay in recognition of a winker is admittedly longer, but much of this is due to the heating time of the relay used in most systems, and could be shortened. The time of operation of the trafficator is itself about a half second.

I would like to stress the two advantages of "winkers" in Canada: immunity to climate, and their brilliance. Hamilton is one of the mildest inland towns of Canada, and the temperature is below freezing for only about two months of the year. Nevertheless, on about twenty days last winter, doors and doorlocks froze solid, so your readers can imagine the effect on trafficators.

The brilliance is important on the crowded main roads of this continent. The average number of cars entering and leaving Toronto each day on the Queen Elizabeth Highway is 37,000. At night one is, therefore, driving into a queue of headlights vanishing into the distance, and the car doing less than 45

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m.p.h. is rare. To slow down, stop and eventually turn left on such a road with less than the brilliance of the average American "winker" flashing behind one is close to suicide.

Hamilton, Ontario. M. O. FELIX.

[The normal delay between switching the control and operation of the indicator is heightened where the winking device is used because recognition of the sign cannot be immediate; it could, in fact, be a brake light at first sight.—ED.]

Safety at Zandvoort

"Beyond Reproach"

IN your issue of June 24 a sentence in the report of our Grand Prix at Zandvoort ran: "The Dutch Circuit is nothing like as well protected as the Sarthe, but presumably Mercedes Benz were satisfied."

On the Zandvoort Circuit, which has an even width of 9m 20 everywhere, the road is bordered by a flat stretch of sandy soil of 9 to 10m wide. There are no walls or ditches, as experience has taught us that all obstacles (be they walls or ditches) are dangerous, insofar that they do not allow the car to loose speed gradually or gyrate in an empty space, but arrest the car suddenly, with the result that it may jump over the obstacle and fall in the crowd. In many cases the sandy stretch has proved its usefulness, and Mercedes (and also Ferrari, Gordini and Maserati, to whom I put the same question about the safety of the track) were fully satisfied.

Moreover, a long row of low straw bales was placed along the straight in front of the grandstands. In most other places the spectators were high up on the dunes, with a big safety zone in between track and fence. All along the grandstands the fence consisted of 1m 35 high mesh wire on wooden posts. Tests had shown us that this type of fence is the best protection, because it catches the cars as if in a net and is far stronger than piano-wires and the like. Also there is no danger from snapping wires, which have cost many lives already of drivers and spectators alike.

The sand alongside the track is grown over with short grass, helm and lichen, and in this sand three years ago Ascari skidded when he lost a wheel at 130 m.p.h. The car stayed right side up and was halted gradually in a surprisingly short distance. This year, at the back of the circuit, Kling skidded broadside in almost the same spot (just before the East tunnel) at the same speed. He also left the road and landed in the safety zone. The Mercedes, although sliding at very high speed, stayed upright and Kling got out unscathed. Without this extensive safety zone both skids might have ended very differently.

On the straight, the cars do not exceed 140 m.p.h. which is not so fast as at Le Mans, and whereas at Le Mans the width of the road at the pits is not great, and behind the little wall spectators are only 2 to 3m from the road, here in Zandvoort the road is 9m 20 plus (in front of the pits) a full extra 6m, making 15m 20 in all (50 ft). Next to the road comes the safety zone of 9m, then the mesh fence and then another 3m before the grandstand starts with a brick wall of 1m 20 high. The wooden grandstand is the same distance off the track.

In the pinewood no spectators are allowed at all and at many corners the safety zone is extended to 25 to 30m (up to 100 ft).

As far as I can see, the way we have protected the public and the drivers at Zandvoort is beyond reproach. There is but one real safety and it is spelled r-o-o-m—room for the car to lose speed, room in which to correct slides, room in which to gyrate, room in which to come to a standstill.

J. B. TH. HUGENHOLTZ.

Zandvoort, Holland. Man. Dir. Zandvoort Circuit.

Litter Bugs

A Protest and an Appeal

I DROVE behind a pre-war Ford 8 from Hindhead towards London on a recent Sunday evening and was horrified to see the rubbish floating out of the windows on both sides from the passengers in the back seats.

Coming round the Devil's Punchbowl a dozen or so chocolate papers fluttered out on to the road, then the box, narrowly missing a cyclist. A large white paper bag was produced and what looked like fruit was gorged, then out the bag came through the left-hand window. They were not children, these litter bugs, but fully grown adults. I cannot hope that the guilty parties see this letter, but could it be a warning to others and an appeal to all motorists to take home their rubbish?

Greenford, Middlesex. (Mrs.) D. HOLT.

Short Waves on New Pye Radio

A NEW car radio giving coverage of five bands—including short waves—is introduced by Pye, Ltd., of Cambridge. Known as type PE501/502CR, it is intended primarily for overseas markets. The price for personal export from this country is £18 7s 9d; home buyers must, of course, add purchase tax, which makes the cost £24 5s 9d.

The set comprises a power unit, fully enclosed and designed to be accommodated under the bonnet; the speaker unit, with a 6½in speaker mounted on a baffle of pastel grey; and the tuner unit which has a chrome escutcheon, and the case of which is crinkle black.

Two concentric sets of control knobs are provided, giving on one pair tone variation from bass boost and top cut to fidelity and bass cut, and volume control; and the other pair, wavechange and tuning.

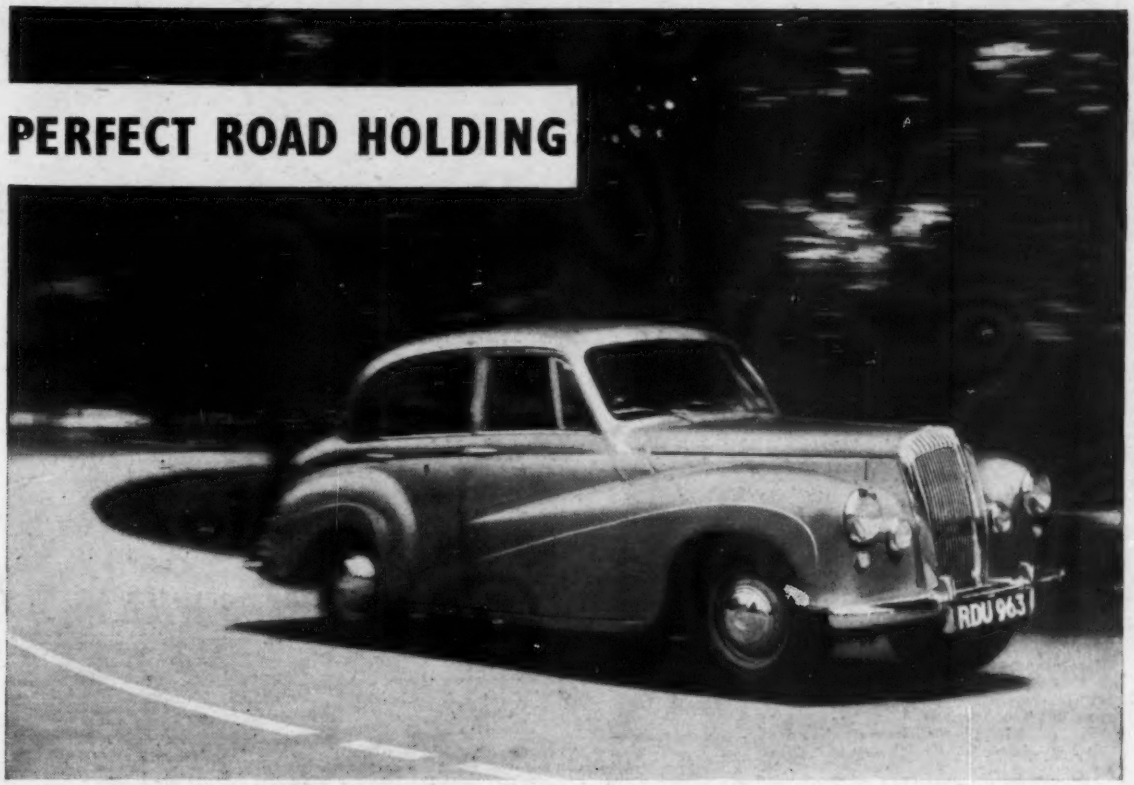
Five Bands

The bands covered are: medium wave (561m to 183m), medium short wave (98.3m to 36.4m), 31-metre band (32.7m to 30.1m), 25-metre band (26.5m to 24.4m), and 16-19-metre band (20m to 16.4m). Two tuning scales are provided, one reversed for where it is necessary to mount the unit in an inverted position. The scale, moulded in two colours, is edge lit.

Consumption on a 6-volt supply is 3.7 amps, on 12 volts, 1.8 amps.

Although the installation lacks the long-wave range which is of value in some parts of this country, the addition of the short wavebands will doubtless more than compensate, and indeed will give the opportunity for some really long-range listening. The tone control, too, will be a valued adjunct to the discriminating listener.

The units of the new Pye car radio—the power pack (lower left), tuning unit (lower right) and the speaker (above)



D278

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To test its remarkable road holding just throw the Conquest into a fast bend and put your foot down. The way it takes you round, even on a wet surface, will astonish you. The absence of roll, the perfect stability, the way it hugs the road, are considerably more impressive than in many a sports car. To find this sort of road holding in a saloon of such comfort and roominess is extremely rare.

The Conquest also gives you very lively acceleration and a high top speed. Preselector fluid transmission makes handling unbelievably easy, and another fine feature is automatic chassis lubrication.

Comfort and dignity with dash. The Conquest is a fine-looking car, combining Daimler dignity and comfort with tremendous dash. Both front and rear compartments are spacious and the doors open extremely wide for easy access. Price £1511. 5. 10. including purchase tax.

OTHER CONQUEST MODELS

The 'Conquest Century' ..... £1661. 9. 2. incl.
The Coupé ..... £1736. 10. 10. incl.
The Roadster ..... £1672. 15. 10. incl.

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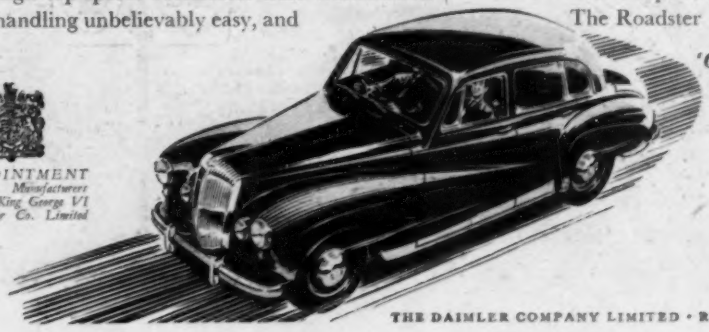
The Daimler Co. Limited



The 100 bhp Century: *twin carburettors, bigger brakes, telescopic steering column, rev. counter. From 0-60 in 16.3 seconds and over 90 in top.*

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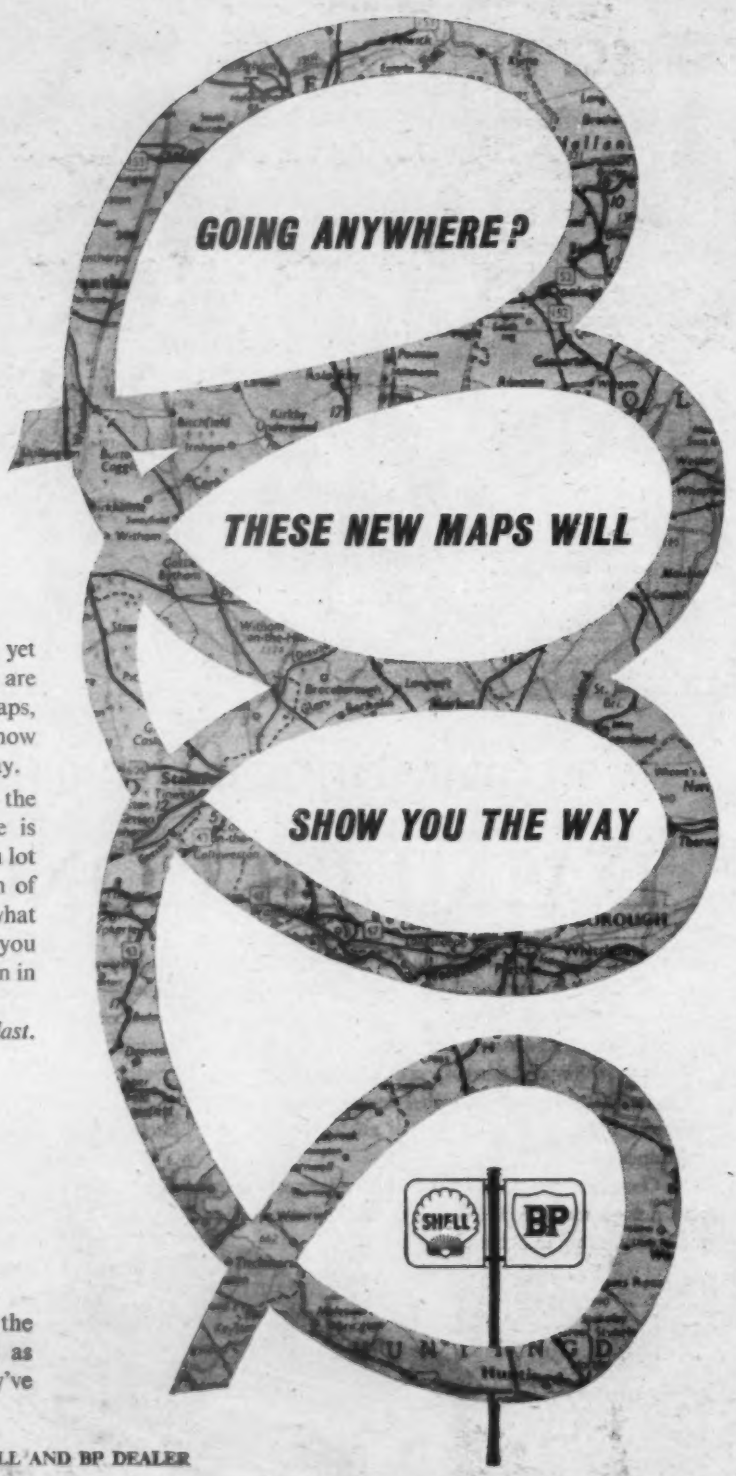

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Shell and BP can now show you the best way to get there — as well as getting you there best, which they've always done.

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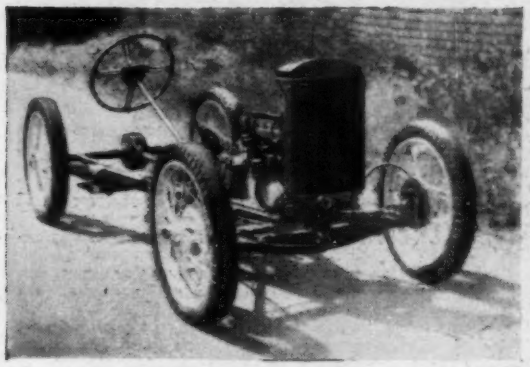
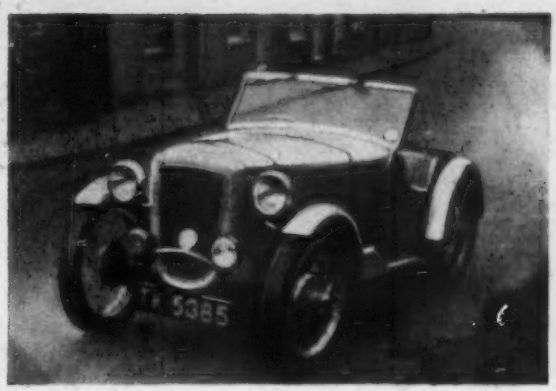
TALKING OF SPORTS CARS—NO. 359



Left: The reconditioned chassis awaiting the addition of the body. Below: Ready for the road



"SPECIAL EDITION"

ALTHOUGH many Austin Sevens were converted into "Specials" before the war, it was not until the post-war period that the potentialities of the little car became widely appreciated and exploited by enthusiasts. Many took up "special" building because of the shortage of good, inexpensive sports cars, or through dissatisfaction with decrepit "many-hand" vehicles. I, too, believed that perhaps an Austin Seven Special would fulfil my motoring requirements.

I had possessed a full driving licence for something over a year, my knowledge of the mechanical aspect of motoring was largely derived from books and my practical experience limited to the family's 1930 Riley Nine Monaco. The appropriate "small-ad" columns were scrutinized and eventually a 1930 Austin Seven saloon with spare engine and gear box was offered "Cheap—to clear."

The car was in Devon, and I was in London; I agreed to send a deposit, travel to Devon the following weekend, pay the balance and drive the thing home. The following Saturday found a friend and myself aboard the night train for Teignmouth. We were met by the vendor of the Austin, and my first impression of the Seven was that the owner's description "rough" was rather kind. However, we were assured that it had been "put in running order." So, the purchase concluded and the back of the "bodywork" piled high with spares, the little side-valve engine was coaxed into life and we set off.

The first few miles were accompanied by persistent misfiring and lack of power, attributed to fuel starvation. Among the spares was a carburettor, and this was fitted in place of the original one, using a stone from a nearby rockery to modify the throttle linkage. This produced a distinct improvement and we settled down to steady motoring. Shrieking noises and the smell of burning rubber from the rear proved to be because the overloaded body was sagging on the wheels, but a little manipulation of the already distorted rear wings cured that. Clouds of steam from the radiator were part of every hill climb.

During our first stop for petrol, the garage proprietor offered me twenty pounds profit on the spot; I gently refused. The components most expected to cause delay—the four very bald tyres—gave no trouble despite being over-inflated and over-loaded. The speedometer on several occasions said we touched fifty, but I feel this was optimistic. We reached home safely and intact, and this alone convinced me that my thirty pounds had been well spent.

The following weekend the dismantling began. The seats were removed, the wiring stripped, the bodywork loosened and removed as one piece. The work, conducted in the open air, was necessarily interrupted by darkness and bad weather. It was decided to strip the chassis frame completely and everything was removed to the garden shed until only the frame remained out in the open.

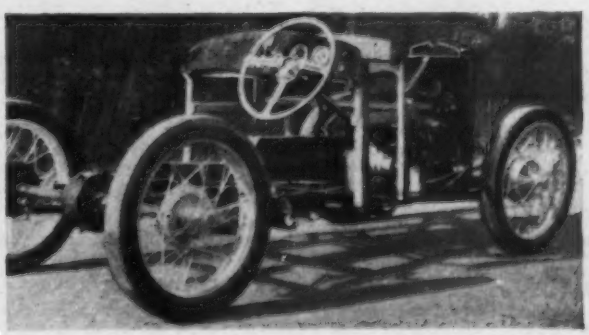
During the rest of the year every component was dismantled, cleaned, reconditioned where necessary, rebuilt and painted. The two engines and gear boxes were "cannibalized" to produce one good example of each, and the chosen engine sent away for a rebore, new pistons, crankshaft regrind and renewal of big-end and main bearings.

Through membership of the Seven Fifty Motor Club, much "inside information" on Austin Seven special-building had been gleaned. I sent to an experienced Austin Seven-special builder the front axle beam, front transverse leaf spring and rear quarter-elliptic springs. He reset the axle beam with a downward curve (like that of the works "Nippy" and "Ulster" models) and flattened the road springs, lowering the chassis by about four inches.

In the meantime I relined the brake shoes, had the brake drums skimmed to remove score-marks, renewed the front fabric universal coupling, and had the rear cardan-block universal joint reconditioned. The nineteen-inch wire wheels were respoked where necessary, wire brushed and sprayed. Dummy "knock-off" hub caps completed the effect.

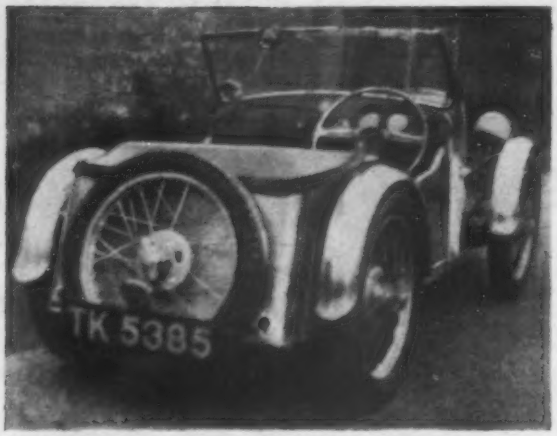
The following spring reassembly

The Austin after its 209 miles drive from Devon. Not long after, the body had been lifted from the chassis—the first step in the rebuilding process



The scuttle framework completed and bearing the polished mahogany instrument panel. The welded steel transmission tunnel is in place

"SPECIAL EDITION" continued



On the road again nearly two years after starting the conversion. This view shows the lockable box built into the dashboard, the Austin A.40 steering wheel, and the tonneau cover over the rear

began. The chassis frame was cleaned and repainted, the springs smothered in graphited grease, bound and taped and refitted to the frame, and the axles remounted. Practically every bearing and bush was renewed. With the chassis once again on its wheels, a new rake of the steering column was achieved by fitting a steel wedge beneath the front of the steering box. The steering wheel of the then new Austin "Somerset" had the same spline fitting as the old Seven, so one was purchased and mounted.

To increase the power output of the 747 c.c. engine I fitted an unblown Ulster cylinder head (copper plated) which, with a thin gasket, raised the compression ratio appreciably. The standard valves were retained, but with double springs.

The cam followers were reground, with a greater radius of curvature to increase the duration of valve opening, by a member of the Seven Fifty Club who had designed a special jig to ensure accuracy and uniformity. The original dynamo-driven distributor was still used but a Runbaken "Oilcoil" and condenser were fitted.

Carburation was rather unorthodox—many special builders favour a single down-draught Zenith or Ford carburettor but I decided to try twin Amal carburettors. The makers supplied me with a pair of side-draught instruments which proved very satisfactory. Some ingenuity was necessary to arrange a throttle linkage as the carburettors had the motor cycle type cable controls.

The original radiator was remounted as low as would permit retention of a starting-handle. Since the gear box was now out of reach, a remote change control was constructed, utilizing an old lorry track-rod ball joint and the fork pieces from Austin Seven rear brake cables.

The early Austin Seven braking system not being very efficient, and good reports having been obtained of the Bowdenex front brake conversion, the necessary parts were purchased.

By the end of summer the chassis was ready to receive the projected two-seater bodywork. Without welding equipment and having only simple hand tools I had to keep the body design simple and the framework mostly confined to wood. Working drawings existed only in my mind's eye and I often had to stand well back to see if it "looked right."

Austin Seven specials are pretty small at the best of times, so a pair of doors were considered essential. Looking back, this was an error, for under "production conditions" it weakened an already flimsy framework. The scuttle consisted of two basic transverse hoops, the foremost bearing a lower platform projecting forward as far as the engine and destined to carry the battery, toolbox, fuel pump, cut-out and fuse boxes. The petrol tank, originally beneath the bonnet, was now positioned above the rear axle and made the central part of the rear body framework.

To make the dashboard neat and attractive, a piece of mahogany was fashioned with a fretsaw and drills. The original instruments were cleaned, repainted and positioned, together with a rev-counter from a Riley Nine. The rev-counter drive was taken from the bottom end of the distributor by drilling and tapping the dynamo casing and fitting a speedometer drive from the spare gear box.

Panel beating being the art it is, strictly "one-way" curves were necessary for the panel work. Heavy gauge sheet aluminium was obtained and, using a good pair of metal shears, the wooden framework was panelled. I was fortunate in having the help of an experienced sheet metal worker for the more difficult jobs.

For the radiator shell, a pre-war Austin Twelve cowling was shortened by cutting out a five inch section and having the upper and lower portions welded together. After filing and rubbing-down the join was almost imperceptible. Great difficulty was experienced in finding a suitable grille—eventually I found a piece of wire mesh from the front of an ex-W.D. Bedford truck, which was just what I had been looking for.

In true sports car tradition an outside exhaust system was fitted. This, picked up in a breaker's yard, was reputed to have been salvaged from a sports Austin Seven, but from its diameter and the size of the Brooklands type silencer I should have thought a 3-litre Bentley was more likely. The windscreen, again from a scrap yard, was originally that of a pre-war Standard Ten.

The wings were motor cycle mudguards of light alloy fixed to the body by tubular brackets shaped after heating in the kitchen fire. The original head lamps were repainted, the reflectors resilvered and then fixed to the front wing stays.

For the interior feminine help was enlisted. The old front seats were retained, but the squab formed by using the original rear seat cushion placed vertically. All these seats were repadded and then neatly upholstered in grey leather-cloth piped in maroon. We asked that the insides of the doors should be trimmed to match, with elastic-topped map pockets in each. The result was most attractive.

The steel floor and a welded steel transmission tunnel enclosing the remote gear selector mechanism were painted battleship grey to match the trimming and a full length, Zipped tonneau cover, again matching the trimming, was made. My father, an electrical engineer, worked out a new wiring diagram and did all the wiring.

When the long-awaited day for starting the engine arrived, it fired literally at the second swing of the handle, and after a few more weeks of finishing touches the car was really ready for the road. Early days were spent in getting the ignition and carburation settings right, adjusting the brakes and fitting new tyres.

Teething troubles came in full measure. The dynamo developed an annoying habit of throwing away the solder attaching the armature windings to the commutator segments, remedied by remaking the joints with higher melting point solder. The engine blew head gaskets at a most disconcerting rate, and this was cured by reverting to the standard copper-asbestos gasket in place of the thin, high compression gasket. The home-made windscreen pillars proved too flimsy, and the mounting point had to have considerable reinforcement. The occasional shedding of one or other head lamp necessitated similar treatment.

Eventually the car settled down to motor very well. The steering and road holding were beyond reproach for ordinary road purposes, but the suspension was definitely hard. The performance, with a maximum around 65 m.p.h. and acceleration to match, fully realized my expectations, but the twin Amals proved rather thirsty.

BOOKS RECEIVED

Motor Racing Directory and Who's Who, published by Pearl, Cooper, Ltd., 48, Chandos Place, Strand, London, W.C.2. Price 7s 6d.

The business of remembering who runs a particular race, where it is held, the length of the circuit, the Christian name of the man who won the formula 3 race at Snetterton last Whitsun—and so on—is becoming so difficult that a personal filing system has been set up by many people in order to keep in the picture. They can now buy, within two cardboard covers, a directory of motor racing, clubs and circuits, and a who's who in competition motoring, in which they will find just about everything they need to know.

Descriptions of the principal circuits—many of them illustrated—throughout the world, some of the more important hill climbs, details of the objects, activities, addresses and so on of the many clubs, the competition calendar (and a great deal more information) are included.

Royal Scottish Automobile Club Year Book, 1955-56, published by the R.S.A.C., Blythswood Square, Glasgow, C.2. Free to members of the R.S.A.C.

This book is a comprehensive guide to competition and pleasure motoring in Scotland, and contains a complete hotel guide, street plans of all the major towns and cities, and A.A. sectional maps of England, Scotland and Wales.

Other sections cover in detail the Scottish aspect of motor sport, caravanning, law, ancient monuments, and foreign and home touring.

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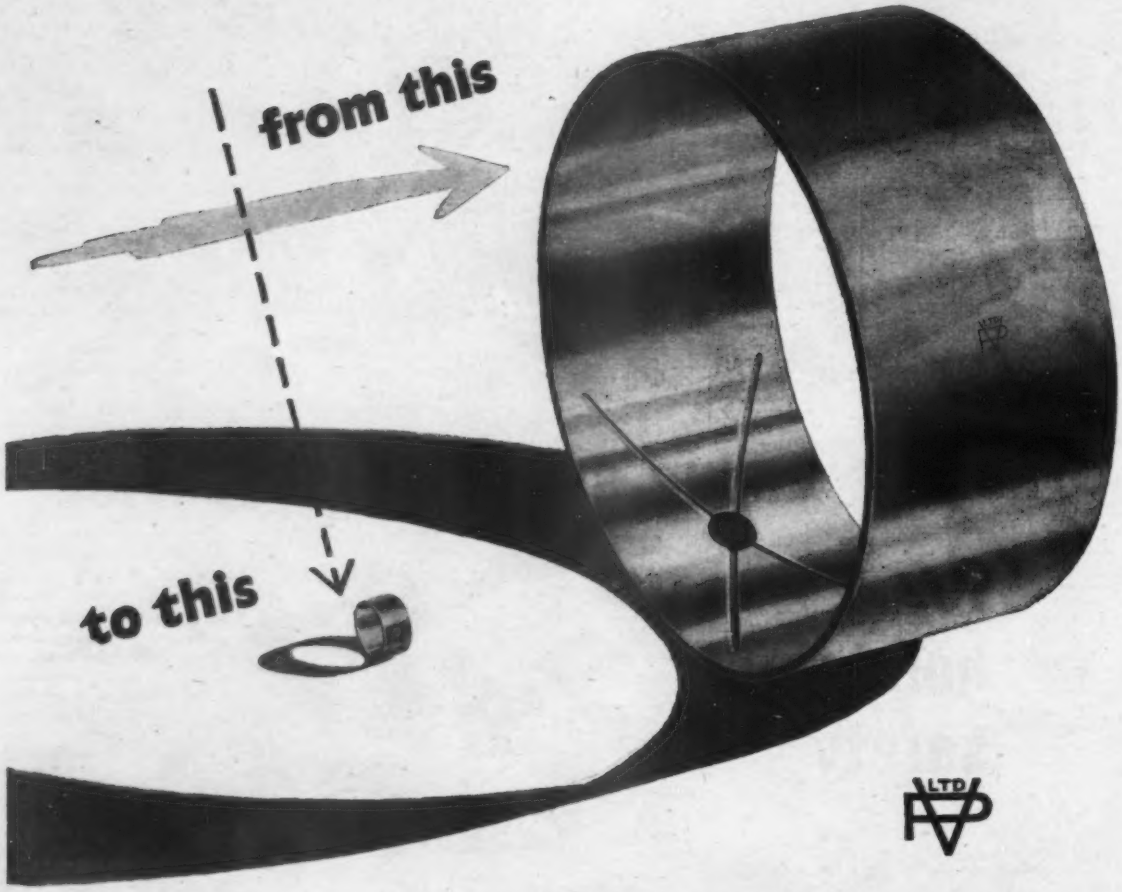

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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Holland

REVISITED, Holland seems as crowded as ever, but the gap between the traffic density of the two countries, Holland and England, seems to have lessened. We lack, of course, the fabulous number of bicycles that are trundled along the level roads of the Netherlands. Incidentally, are our cycle manufacturers asleep that they have not yet succeeded in making the Dutch adopt the light-weight British sports bicycle? I would have thought that the younger element, at least, would have preferred to halve the present task of trundling a sit-up-and-beg machine along.

Holland is a fantastic country from the air, with its rectangular fields and meadows, and its straight-line roads and canals. Like our own flatlands, it has the charm of vast skyscapes, though I think that to live in it must pall, my reason for the deduction being that the Netherlanders devote such energy, craft and artistry to their domestic architecture and gardening that they betray a realization of home as the place where they might just as well spend most of the time. The visiting Englishman does not find motoring in Holland tedious; the straight motor roads permit sustained safe high speeds and that, in itself, is a refreshing change from British conditions.

Here, You!

FIRST we drove up the High Street, past the policeman on duty outside the station. Then we stopped at a shop. "Ah, no," said the shopkeeper, "you want So-and-so's place in Cross Street. Go back the way you came; it's on the left."

So we drove back again and did not see the turn. The policeman obviously recognized us. We turned round at the end of the street and prepared to go back yet again. "I think I saw Cross Street as we came past," said my passenger. "D'you think that policeman will begin to wonder what on earth we're doing?"

His back was towards us as we reached the station, and we were stopped by an outstretched arm. When he turned he eyed us quizzically, and we could feel ourselves blushing under the scrutiny. "There's Cross Street," said my companion, and I looked where indicated, to see that it was impossible to turn into Cross Street because a board said no right turn. "I refuse to come back past this policeman yet again," I objected. "I am sure he thinks we are up to no good."

In such situations the bold tactic is obviously the one. I moved on at the policeman's behest and stopped alongside the shiny buttons: "Officer, how does one get into Cross Street? The notice stops us from this side."

The policeman pointed to the loop on the left round in front of the station, which came out into the main road just beyond the Cross Street junction. "You just slip round the station loop," he said, "if you're one of the clever ones. And then when you come to Cross Street it's a left turn and not a right. See what I mean?" That is what I call an understanding policeman.

Scrutiny

Tough Whiskers

TYRE TREAD rubber is really a remarkably tough material. I have just noticed that after fifty miles of running on dry roads, the outstanding whiskers on a new set of treads are still there. A harmless relic of the moulding process, they are no more than half a matchstick in thickness.

Equally tough are some of the old cars that have been appearing during the strike in the Metropolis. Their iron wings, stout running boards and somewhat deliberate braking have exacted respect from the more bulbous and shining, and even from the taxis. A favourite of mine round these parts has been one of those old Morgan three-wheelers which had nearly all their innards on the outside, like an Elizabethan traitor. Very accessible, and just the thing for those occasional philosophic types who could be seen doing running repairs and improvements in the more durable of the traffic blocks.

On the outside

Hemlock et al.

MY respect for *The Times* was increased from its already high level by the recent paragraph on the growth of hemlock on Mitcham Common, in Surrey. It was a little gem of erudition and charm, and finished with a euphonious selection of flower names that conjured up a mental picture of the summer hedgerows: sweet cicely, shepherd's needle, wild chervil and hedge parsley. I am reminded of a recent trip with a Gloucestershire companion, during which we compared notes on several flower names which Berkshire knows differently. The Berkshire milkmaid, for instance, is lady's smock farther west though the Warwickshire marsh marigold is the king-cup around "Ciren" as well as Reading. We weren't sure about egg and bacon being the lady's finger, but we could both remember the local term common to our counties.

Neither of us fell into the grave error of calling the lady's finger the lady's slipper, which would bring a rap from that authority, Gathorne-Hardy. The lady's slipper (as you all know) is a rare and beautiful British wild flower.

For Young Ladies

SOMEHOW the word academy does not associate itself with driving. One pictures rows of demure young ladies in black hats and long plaits, crossing the road two by two, under the stern eye of an angular mistress. To record attendance at an academy in one's list of past achievements brings an undoubted kudos which education at a simple "school" can never give. I saw a driving academy advertised on an L-car the other day, and fell to wondering if its pupils would have similar advantages, when passed out, over their fellows who had learned in a school. Would the academy scholars ever forget to separate the flywheel from the clutch plate in the halts of their motoring careers, or rebuke the car which has cut in by means of a depression of the control which gives audible warning of approach? I doubt it; they might stall their engines, though, or give a blast on the horn when occasion demanded.

Academy scholars

PERSPECTIVE on PRICES

1955: Full-width five-seater, large locker, easy-clean body lines

THE MODERN CAR IS NOT SO COSTLY AFTER ALL

MOST frequent criticism of the contemporary car is that it costs too much. That is a correct outlook for economic man, but mostly when the criticism is uttered the modern car is compared with the old one—say of twenty years ago. Ah, those were the days, is the sentiment; cars two a penny, the hundred-pound Ford, the £120 Morris Eight and all that.

It is worth while to look back with a little less sentimental eye. It is, in fact, worth while tracing a particular model back through the decades and to calculate just what price meant in terms of value. The Morris Cowley, for instance, is costing currently £702 7s 6d, which includes purchase tax, as it correctly should, because purchase tax is part of the buying price to the customer, regardless of where the money goes after it has been paid over. In fact, in a manufacturing economy that has long ceased to be basically cost-plus, purchase tax can readily be taken as part of the price of the object on which it is charged.

In 1948 the Morris Ten Series M—the comparable model—cost £432, which sounds cheap by comparison. So it was, and viewed in the perspective of the years it can be seen to have been too cheap, for these were the years of the controlled economy, to be remembered with a shudder by anyone who dislikes tight-rope acts. This price was almost as haphazard as a shot in the dark, and in the healthy economy of today manufacturers are paying 60 per cent more for their raw materials while the price is 63 per cent up; but wage rates are only 51 per cent up and that illustrates the difference between inflation and disinflation.

Ten years before that, the conditions were less artificial: the Morris Ten-Four cost £185, so that today's model costs 280 per cent more than the 1938 version. Retail prices in general are 140 per cent up, household durable goods are 184 per cent up and tobacco is 287 per cent up. The pound is worth 42 per cent of its 1938 value and wages are about 220 per cent up. At first glance it looks, perhaps, as if cars are dearer than they need be, but there are two factors which lessen the impression. One is that raw materials are, as near as is calculable, about 250 per cent up, the other that the rise in export prices has been kept down, an essential if the British economy is to remain competitive.

As a matter of interest, ten years before that (1928) the Morris stood at £145, a measure of the stability of the inter-war years, at least in respect of prices.

What did the motorist get for his money in 1938? A long-stroke four-cylinder with an output of 35.8 b.h.p. at 4,200 r.p.m., weighing 2,240 lb and seating four. It was well appointed internally and carried a reasonable amount of luggage. Today he gets an engine that gives 42 b.h.p. at the same r.p.m. figure; the car is slightly heavier at 2,352 lb and it seats five. Luggage accommodation has increased and there are one or two interior fitments that have made a lot of difference to comfort, notably built-in heating and ventilating systems. Suspension has developed from non-independent half-elliptic in front to torsion bar independent, making a very great difference to passenger comfort.

The improvements, it might be submitted, are less obvious than they are between 1928 and today, but they are there just the same. The extra b.h.p. that is extracted from engines nowadays has meant a great deal of research work in the engines branch of the manufacturer, keeping pace with the work of the fuel research chemists.

In fact, these are the two pacemakers of engine progress, one stimulating the other. The fuel chemist provides a higher-octane spirit, the engine designer raises his compression ratio until knock reappears in marginal conditions. Thereupon the fuel chemist gets busy again; hence octane races, compression-ratio races and such like. Likewise the stealing of extra body cubic inches with the minimum increase in weight is not easily achieved.

In the main it is possible to agree fairly readily that, judged by the standards of twenty years ago, the car of today is a fairly expensive item, but that there are several valid reasons why there should have been no startling decreases in costs. Both in 1938 and in 1955 cars are excellent value for money, and as long as the industry remains as resilient and competitive as it is, we can rely on its products being just as excellent value for money in 1968 as they are today, no matter what they then cost. By that time the customer may be paying for the revolution that displaces the piston engine in favour of the gas turbine.

What he must remember is that cheapness comes from an increasing market, and that an increased market in this country is dependent on the room to put the cars. Thus the agitation for new roads, and for parking space off those roads, must be unceasing if the value-for-money curve of car ownership is to continue to rise.

1938: Separate wings and a sunshine roof. Rear seat (two in comfort) only just beginning to move forward of the rear axle

Austin Jubilee 1905–1955

Much has changed in motoring since the first Austin took the road, and Austins themselves have been responsible for some famous developments. How amused people were by the first Baby Austins in 1922. But how they bought them and ran them, and ran them, and ran them. And some of them are running yet — alongside their modern counterparts, the new A.30's. Latest and most luxurious model of a famous line, the A.30 is a roomy, well-finished car with many refinements — including Lockheed Hydraulic Brakes, the safest brakes in the world.

The Austin A.30 fits

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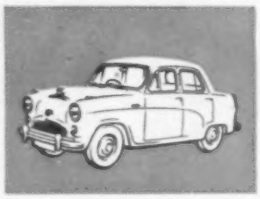
Through the years, from the first Harley to the latest Cambridge, Pressed Steel Company Limited has supplied many thousands of painted and trimmed bodies, body shells, panels, pressings and sub-assemblies to Austin. Today, in company with every major industrial organisation in Britain, Pressed Steel Company Limited offers its congratulations and salutation to this great Company on the occasion of its Golden Jubilee.

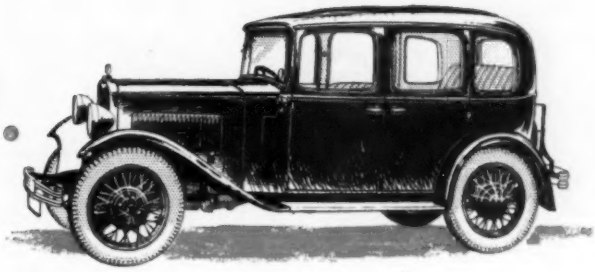


PRESSED

ASSOCIATED WITH

PRESSED STEEL COMPANY LIMITED · COWLEY · OXFORD

Austin . . .



"She was a Harley saloon — and as dependable as all the rest have been. Often wonder what happened to her. Still going strong, I wouldn't be surprised — Austins are like that. Take the Goodwood we had later, or the Hampshire we got in '48 after being on the list for over four years. Or the brand new Cambridge you saw outside. *Good* cars, all of 'em. Incidentally, they tell me the Harley was the first Austin to have Pressed Steel Bodywork and that the two Companies have been associated ever since. A pretty good record, that — and a pretty good advertisement for *both*, if you ask me."

TRIBUTE TO

Austin of England

ON 50 YEARS OF ACHIEVEMENT

from Britain's Largest Independent Manufacturers of Car Bodies

STEEL COMPANY LIMITED

COWLEY OXFORD

AUSTIN FOR ALMOST A QUARTER OF A CENTURY

LONDON OFFICE: SCEPTRE HOUSE · 169 REGENT STREET · W.1

CONGRATULATIONS TO

AUSTIN 1905-1955

IT is with great pleasure and no little pride that we offer our heartiest congratulations to Austin on attaining its Golden Jubilee. For fifty years the name Austin has been the symbol of *dependability*, a dependability to which we are proud to have made some contribution. Fitted, for so many years, as standard equipment to Austin cars, the Zenith carburetter is renowned for its economy, reliability and fine performance producing qualities. Like the Austin which it is proud to serve, this component is a leader in its field.

DEPENDABILITY DEMANDS

ZENITH

THE ZENITH CARBURETTER CO., LTD., HONEYPOT LANE, STANMORE, MIDDX.

NEWS AND VIEWS

English lines mark this Zephyr, seen standing on the waterfront at Stockholm, but it is one of the Ford models which are being assembled there for the Scandinavian market. Beyond it is one of Britain's latest aircraft carriers Bulwark, which visited the Swedish capital during last month

Holiday Attraction?

TAX on petrol and diesel oil has been reduced by 6d per gallon in the Isle of Man budget, introduced last week.

Up and Up and . . .

NEW engine for the Lincoln Continental will have a high compression cylinder head and a capacity of 368 cu in, from which an output of 325 b.h.p. is expected.

Discs Excluded

IT is understood that the recently signed contract for the production of Girling brakes in America provides for the two-trailing shoe type only, for use with servo-mechanisms; disc brakes are not included in this agreement.

Economy Run

ALTHOUGH fuel economy is said to be of purely academic interest in America, the Republic Motor Sports Club is holding an economy run this year on Sunday, July 10. There are 150 entrants; they will start at half-minute intervals and travel along a 100 mile route at an average speed of at least 30 m.p.h.

Petroleum Developments

DURING the next two years major plant expansion, expected to cost over eight million pounds, is planned by British Petroleum Chemicals, Ltd., at Grangemouth. The new units—for petroleum chemical developments—are intended to be constructed as duplicates of the existing ones, which have all been able to operate successfully at above the design capacity.

A Scottish Twin

ONE of Scotland's heavy traffic routes, A80, linking Glasgow with Stirling and the north, is to be converted into a twenty-five-mile twin carriageway. This is the first major project of its kind in Scotland, and a start has already been made; the highway will eventually become Scotland's finest.

8,240 Miles at 30 m.p.h.

IN spite of bad road and weather conditions, two new rear-engined Fiat 600 cars have been driven the 8,240 miles from Calcutta to Rome in eleven days, at a claimed average speed of 30 m.p.h. including stops. The cars, both standard models, encountered sand-storms, floods, trackless desert and other hazards.

New Engines for Old

IT is now twenty-one years since the Ford Motor Co., Ltd., introduced their scheme for selling factory-reconditioned engines; in that time over 1,333,000 engines have been renovated. Production has risen from the original 30 a day in 1934 to over 600 units a day now. The cost of an exchange 8 h.p. engine was then £9 10s. The present cost—£22 10s—is still generally cheaper than a complete overhaul.

Banking at Ferryfield

FOR motorists travelling to the Continent by Silver City Airways, the Lloyds Bank office in the main passenger hall is now open from 8 a.m. until 7 p.m. every day.

Rising Curve

KEEPING pace with the increase of vehicle registrations, road accidents continue to rise, and the provisional total for May—23,588—is 3,575 higher than for the same month last year. The number of slightly injured is a peacetime record.

Non-Militant Campaign

THE campaign for better roads in Scotland, launched recently by the Roads Campaign Council, would please General Wade's ghost, even if the terms blackspots and bottlenecks had not been coined when his roads over the mountain were built. The activities will include a roads exhibition and film show, and the organizers intend ultimately to present a petition to Parliament.

Motoring Books Listed

SO many books for the motorist are available that a comprehensive catalogue is invaluable. An up-to-date list has been published recently—obtainable free on request to Nottingham Public Libraries, South Sherwood Street, Nottingham—detailing a large range of motoring publications which are available there. The catalogue is sub-divided into sections such as law and insurance, operations and maintenance, and includes a comprehensive list of books dealing with individual makes of car.

Encouraged to Buy

VISITORS from South Africa to Europe will benefit from new regulations governing the import of cars into the Union, by which they can take delivery of any car, new or second-hand, the original factory price of which was below £600 and, after it has been in their possession for at least six months, it may be imported into the Union as a second-hand car and is not included in an agent's or importer's quota as formerly. The duty on second-hand cars is substantially lower than on new vehicles, so that a vehicle imported in this way will eventually cost less, after transportation and other charges have been taken into account, than the same vehicle bought new in the Union.

Fire on the Heath

DURING 1953 fire brigades throughout the country were called out on more than 22,000 occasions to deal with heath, rick and forest fires. Many of these fires are caused by careless use of picnic stoves and the failure to extinguish matches and cigarette ends; the R.A.C. appeals to motorists to be particularly careful in this respect during the coming holiday months

Glass Fibre Cars

PRODUCTION figures for the American Corvette sports car—at present an experimental venture for fibre glass automobile application — continue to remain fairly stable. Last year 3,600 cars were manufactured, and 300 during May of this year. This compares with around 1,500 monthly for the more conventional Ford V8 Thunderbird. Improvements are being made to the Corvette to widen its market attraction: glass windows and a hardtop, for example, are to be available.

Analysing the Cause

PEDESTRIANS who leave the footpath carelessly are a major accident cause, according to a Ministry of Transport booklet, *Road Accidents*, 1953, published by H.M. Stationery Office at 3s 6d. Insufficient care at road junctions also accounted for a large proportion (15 per cent) of the accident total.

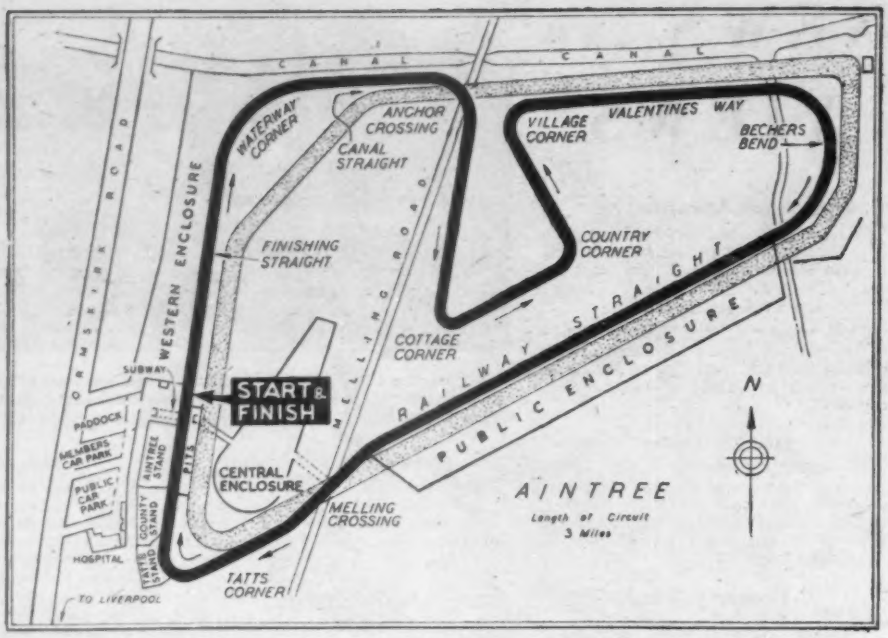
One fact not generally appreciated by those who quote statistics is that in 1938 there was one casualty for every 13 vehicles, while in 1953, when there were about two million more vehicles on the roads, the ratio was only one for 23.

In Urgent Need

IN three major traffic centres road plans have been the subject recently of angry discussion. In Glasgow, at the opening of the campaign referred to in the centre column, it was stated that Scottish roads were "congested, inadequate and dangerous." Urgently needed improvements were outlined, which included a Tay crossing at Dundee and major structural alterations to the "Abominable Alleyway" (the Great North Road). The London County Council, demanding road improvements—particularly for the western exits from London—determined to "hammer it out all summer on the doors of the Ministry of Transport." At Oxford, however, where inner relief roads have been proposed, objections were raised that the university town was being treated as if it was any industrial city.

L

Preliminary Information About the British Grand Prix at Aintree

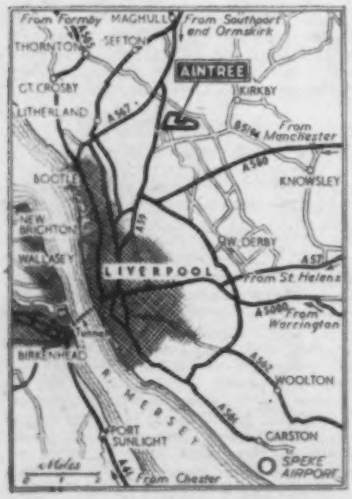


Except for the inward loop, the Aintree circuit follows that used for the Grand National steeplechase, shown here in tone. Permanent grandstands and spectator facilities used for the National are available for the Grand Prix and are excellent

GRAND INTERNATIONAL

HIGHLIGHT of Britain's motor racing season, the British Grand Prix will be held at Aintree tomorrow week, July 16. In the normal way of things, this would be an important enough event, but with the cancellations and rumours of cancellations of the European *grandes épreuves*, it assumes an even greater interest as the remaining assured Grand Prix race to be held between now and the end of the season.

Following the Mercedes announcement that they will retire from G.P. racing at the end of the year, it will be the last opportunity that British race crowds will have of seeing these cars in action—a sight which, even to the uninitiated, is thoroughly stirring. Unfortunately, so far as is known at the time of going to press, Lancias will not be there, having withdrawn officially from G.P. racing following Ascari's death at Monza.



Three of the Super Squalo Ferraris—seen for the first time in this country—will be driven by Castellotti, Hawthorn and Trintignant. Maserati have entered four cars, to be driven by Behra (whose successes this season include the Pau, Bordeaux, Supercortemaggiore, Bari and Portuguese G.P.s), Musso (who did so well at Zandvoort in finishing third to the two Mercedes), Mieres and Perdisa. Gordinis will carry France's colours and one, at least, of these cars will be the new eight-cylinder, running in its first event and driven by Robert Manzon.

British Strength

In addition to the European entries there will be seven British cars built to conform to the present Grand Prix formula. Four of these are from the Connaught works at Send — Fairman, McAlpine and Marr will drive the streamlined cars and Tony Rolt will be at the wheel of R. R. C. Walker's non-enveloping version. Two Vanwalls, drivers not yet named, will also race in British green, and the seventh car will be the formula 1 Cooper, another new arrival. The Maserati trident will dominate the field in strength of numbers; in addition to the four works cars there will be independent entries driven by Salvadori (Gilbey Engineering car), Peter Collins (A. G. B. Owen car), Lance Macklin (Stirling Moss' car) and Horace Gould in his own car.

Unlike the majority of circuits used in this country, that at Aintree was built specifically for motor racing and is the nearest approach we have to the permanent ones used for many European events. Perhaps the most important point to the spectators is that all the grandstands and other amenities used for the Grand National steeplechase are available for the car racing, and are very good indeed.

The track itself is three miles in length and follows the Grand National course, running between the course and the railings. The road is 35ft wide, broadening at the pit area to about 50ft, and is covered with tarmac under a layer of non-skid material. Solid concrete retaining walls and crash barriers have been built where necessary, and these safety arrangements, with slight modification, have been found adequate despite the present very stringent requirements.

The longest straight is 900 yards, and there are a number of curves and three particularly sharp bends. The gradient is nowhere great, so that there are no hills to obstruct the view of spectators. One considerable advantage of the circuit is the traffic organization which, because of the enormous crowds that are handled at the Grand National meetings, is capable of dealing with very large volumes of people and vehicles.

Aintree is situated six miles north of Liverpool, and main roads give direct access from all directions. Electric trains from Liverpool and other towns serve the circuit, which is only two minutes from Aintree station; ample bus services are also available, so those going by public transport should have no difficulty.

The Grand Prix will start at 2.30 p.m., will cover 270 miles (90 laps) and will finish at about 5.40 p.m. During the morning there will be a formula 3 race, starting at 11 a.m., and a sports car race will start at 12 noon.

Heavy metal: McDonald's and Mountfort's 4½-litre Bentleys, with a flock of XK120 and 140 Jaguars astern, prepare to start on the second one-hour high-speed reliability trial

FLAT-OUT ON THE PLATEAU

M.C.C. MEMBERS AMUSE THEMSELVES AT SILVERSTONE

THE sixth Silverstone meeting organized by the Motor Cycling Club for the members of this old-established organization ran with the usual cheerful spirit associated with the club. Owners who, at other times of the year, rush their cars up Simms and Bluehills Mine are given the opportunity of proving whether their speedometers are accurate or not. The day also shows—at any rate, it did last Saturday—that although an engine may be capable of running very fast for a few minutes, it may protest in no mean fashion if the throttle is kept open for any length of time.

The day started with two one-hour trials; entrants had to cover a set minimum number of laps of the 1.608-mile club circuit to qualify for first-class awards. In the first hour 17 entrants managed to complete the required distance. The operative word in these events is "trial," but the competitive spirit runs high and in the second hour there was great fun between G. G. McDonald's 4½-litre Bentley, now fitted with a very special induction system, and G. Towse in a Jaguar XK120.

Around the circuit there was all kinds of bother. At Copse, Williamson lost the left rear wheel of his Riley and the resulting somersault did the car no little damage; the occupants, fortunately, were less discomfited, but had to go to hospital as a precaution.

Keiller's old Bugatti pulled in with the grandfather of all oil leaks, Mountfort's 3-4½-litre Bentley ran a big-end, and the Lotus of R. Blanchard came into the pits spouting water and steam in all directions. D. S. Shute's Simca Aronde was impressively stable round Woodcote and P. D. Rhode's Morris Cowley lapped very steadily.

After the motor cycle members had had a share of the circuit, there was a five-lap scratch race, remarkable for the speed and stability of Liddell's Buckler. Powered by a 1,100 c.c. Coventry Climax engine it went like the proverbial bomb and left in its wake a bevy of heavier metal which included G. Towse's quick Jaguar XK.

There followed a five-lap handicap and, as the commentator remarked, Mercedes were not the only people with an air brake when the boot lid of Loupart's Vauxhall Wyvern rose in the air. Bekaert spun his 2-litre Aston Martin at Woodcote and the M.G. Magnette of J. R. Waller created an impression by forging ahead of Hiscock's Ford Zephyr. R. Thomas, Austin A.30, was cornering on the limit and having a great battle with Bell's Morris Minor, but it was Cuff Miller, in a standard-looking Ford Anglia, who led the pack over the line after a fine drive.

Another mixed entry came to the line for the next five-lap handicap and this time it was a win for Triumphs with a TR2 driven by S. A. Hurrell, who led a bunch of similar cars from the start. Freeman's Aston Martin demolished an oil drum at Woodcote and continued unabashed, and Parkes in a Frazer-Nash took the same corner in a big drift.

A similar event gave Liddell the chance to put in a lap at 71.30 m.p.h. during his chase after the Ford-engined Lotus of L. Gibbs which, although it appeared to lose power towards the end, managed to collect third place. There were only three entrants for the handicap for those members who had won first-class awards in the big trials; after a restart, Tucker-Peake won by a long way after the exhaust system had fallen off M. F. Allott's Dellow.

The final event of a very full day was the five-lap handicap for the *Motor Sport* trophy. Gibbs had the Lotus going again and he went past Hurrell's TR2 at the end of the first lap; Liddell was having his usual battle with Towse in the Jaguar. Peter Binns, the ultimate winner, was going well in his low-slung Riley and the Meadows-engined Frazer-Nash of J. V. Skirrow slid approaching the pits. Right at the end disaster struck Gibbs when the bearing of number two rod seized and the rod broke—tough luck after a fine effort.

Jubilation: W. A. Liddell's 1,100c.c. Buckler, of the Black Lion stable, completes the first one-hour trial

RESULTS (lap distance 1.61 miles)

One-hour high-speed reliability trials: First-class awards: Jaguar 3,442 (J. Kenyon); Austin-Healey 2,660 (K. L. H. Best); Austin-Healey 2,660 (A. F. Coakley); Aston Martin DB2-4 2,922 (M. V. Mackie); Jaguar 3,442 (D. J. Butterfield); Triumph TR2 1,991 (R. E. C. Brookes); Triumph TR2 1,991 (G. R. B. Clarke); Triumph TR2 1,991 (R. I. Clarke); Triumph TR2 1,991 (S. H. Goddard); Triumph TR2 1,991 (C. M. Davis); Lotus 1,098 (J. J. Richards); Buckler 1,172 (C. D. F. Buckler); Buckler 1,100 (W. A. Liddell); M.G. TF 1,466 (J. D. Hall); M.G. 1,467 (T. W. Dargue); Morris-Lotus 1,250 (F. W. Marriott); Austin A.30 803 (R. Thomas); Bentley 4,576 (G. G. McDonald); Jaguar 3,442 (G. Towse); Jaguar 3,442 (G. Wood); Jaguar 3,442 (K. E. Crutch); Jaguar 3,442 (M. B. Dimmick); A.C. Ace 1,991 (E. G. Kemp); Morgan 1,991 (B. T. Thomas); Triumph TR2 1,991 (A. B. Lusty); Triumph TR2 1,991 (S. A. Hurrell); Triumph TR2 1,991 (Miss M. H. Flockton); Aston Martin 1,970 (J. Bedaert); M.G. 1,467 (J. H. Kelshaw); M.G. TD 1,250 (P. F. Brown); M.G. 1,489 (J. R. Waller); Singer 1,493 (A. C. Rossell); M.G. TD 1,250 (C. M. Tremlett); Morris Minor 918 (J. K. Bell); Renault 748 (V. C. Faber).

Scratch race (5 laps): 1, Buckler 1,100 (W. A. Liddell), 68.75 m.p.h.; 2, Jaguar 3,442 (G. Towse); 3, Jaguar 3,442 (J. Kenyon). Fastest lap: Triumph TR2 1,991 (G. R. B. Clarke), 1min 20.4sec, 72.36 m.p.h.

Handicap races (5 laps): A: 1, Ford Anglia 1,172 (E. W. Cuff-Miller), h'cap 1min 15sec, 55.41 m.p.h.; 2, Morris Minor 918 (J. K. Bell), 1min 20sec; 3, Austin A.30 803 (R. Thomas), 1min 30sec. **B:** 1, Triumph TR2 1,991 (S. A. Hurrell), 35sec, 64.89 m.p.h.; 2, M.G. TF 1,466 (J. D. Hall), 1min; 3, M.G. 1,467 (J. R. Keishaw), 15sec. **C:** 1, Austin-Healey 2,660 (A. F. Coakley), 50sec, 66.24 m.p.h.; 2, Triumph TR2 1,991 (R. E. C. Brookes), 50sec; 3, Lotus-Ford 1,172 (L. Gibbs), 45sec.

Handicap race for first-class award winners in Autumn, Exeter or Land's End Trials (5 laps): 1, Tucker-M.G. 1,466 (H. W. Tucker-Peake), h'cap 20sec, 55.35 m.p.h.; 2, Dellow 1,172 (J. B. Templeton), 1min 30sec.

Motor Sport Trophy race, incorporating Winners' Handicap (5 laps): 1, Riley 1,087 (P. J. E. Binns), h'cap 35sec, 65.35 m.p.h.; 2, Frazer-Nash 1,496 (F. J. Nunn), 20sec; 3, Jaguar 3,442 (J. Kenyon), scr. Fastest lap: J. Kenyon, 1min 20.6sec, 72.06 m.p.h.

Westminster Commentary: The Bill and Drunken Driving

A LAW which can convict a man for driving under the influence when he has been drinking, even though he may have pulled off the road and gone to sleep, or taken the wheel in an emergency to avert an accident, is blatant anomaly. The Government propose to introduce a new clause into the Road Traffic Bill which will differentiate between driving under the influence and being drunk in charge.

This was the most interesting statement which emerged in the debate of the Bill on the second reading, which took place in the House on July 4. In an atmosphere of cheers and counter-cheers, once again the questions of vehicle maintenance, parking meters and penalties for motoring offences (it was salutary to hear Mr. Hugh Molson, who moved the second reading, say that the Government should not introduce savage penalties which would not be approved by the public) were aired.

The Opposition tabled an amendment which quarrelled with the Bill on the grounds that it merely contained minor proposals but did not provide a "comprehensive policy" for amelioration of the traffic problems. This amendment was defeated by 287 votes to 212, but we find ourselves agreeing that the Government's proposals are inadequate to meet present-day road conditions, and more so when the thousands of vehicles now unborn or in embryo come on to the roads.

The Minister of Transport said that the estimated increase of vehicles did not discourage the Government. They had started on the major road programme announced earlier this year, and hoped to publish details of the first half of the London-Yorkshire highway in September.

Anyone who is familiar with the disgrace of our far too narrow radial arteries from the main population centres—many of them carrying a heavy volume of lorries as well as fast private cars on a carriageway wide enough for no more than two vehicles—must hope sincerely that the word "major" is no exaggeration.

Urgent business in the Commons delayed the second reading of the Traffic Bill until this week and there is now no possibility of the measure becoming law by the summer. The long deliberations of the committee stage are unlikely to finish before the recess, and other stages in the Commons must be completed before it can go to the House of Lords. On a normal time-table the Government will be fortunate to see the Bill become law by the end of the year.

The report of the Monopolies Commission on discriminatory trade practices and exclusive dealing has now been published and comment will be found on page 35 of this issue. Another subject causing concern to the Government is oil prices, and demands have been made for a debate on the recent report of the U.N. Economic Commission for Europe. The question of oil prices is a delicate one revolving not merely round *Platt's Oilgram* service prices (generally known as the "Gulf prices") but also on the Government taxes imposed in different countries—a more difficult aspect over which to exercise control.

Reflecting advertisements can be dangerous, and in a Parliamentary reply, the Minister doubted if incorporation of traffic directions in advertising—suggested by Mr. Woodburn—would help. This is a masterpiece of understatement; the idea of leaving any traffic directions to the discretion of private bodies is unthinkable.

There are 135,000 people waiting to take the driving test, according to the latest figure, but the Government is pressing forward with recruitment of examiners, and the fact that their starting pay is being increased by about £45 a year may help.

STUDENT OF POLITICS.

GOVERNMENT ROAD PLANS

PROMISE OF A START—AT LEAST

PLANS for road development in the next few years have now been outlined by the new Government, and at least one can express delight that apparently the need for major road building has been realized. A start is to be made at last on the road transport problem which has piled up as a result of the continued neglect of past Governments. But before we "write home about it" let us examine the promises that have been made.

Under the programme that has been prepared, announced this week, approximately 340 miles of motor roads will be built. But when they are likely to be completed is not stated; indeed we cannot be certain when it is intended that construction will start. All we are told is that it is proposed by the Government to *authorize* construction within the next three years.

One part of the new programme is a 53-mile section of the London-Yorkshire road between Dunchurch and St. Albans, having six fly-over junctions. Another stage of the London-Yorkshire motorway, about 107 miles, will follow completion of the Dunchurch stretch. Other proposals which "it is hoped to authorize in the next three years" are by-passes for St. Albans, Doncaster, Preston, Lancaster, Maidenhead, Maidstone and Ross Spur. The Yorkshire road will consist of multiples of a standard 12 ft traffic lane—it is not yet decided whether there will be four or six—while the various by-passes will consist of two carriageways of either two or three lanes.

The proposed roads are designed for safe travel at 70 m.p.h., and are expected to carry 30,000 vehicles a day. Road junctions are to be kept to a minimum, and where possible will use the fly-over type of crossing.

Announcing the Government's road-building plans, Mr. Boyd-Carpenter, Minister of Transport and Civil Aviation, stated that during the next three years our traffic volume would increase by approximately half a million. It seems probable, therefore, that the proposed road development may just about keep pace with vehicle production—in other words, traffic congestion will not be vastly altered.

However, this is a step in the right direction; only results will show how enthusiastically the position is being tackled.

Second Centenary of S.A.

THE Second Centenary Motor Car Handicap Race of South Africa, held in the glorious weather which usually favours the Durban winter season, had good support both in entries and from some 30,000 spectators who crowded every vantage point. With the sea creaming on the white sands on one side and the bright sun beating down from a cloudless sky, it was indeed a popular event. The course is not a particularly spectacular one though it favours speeds up to 120 m.p.h. along the two straights. The circuit is 2.8 miles in length with two slow corners and two fairly sharp bends where "drift" can be indulged in. The straights are divided by grassed and kerbed centres.

Of the 27 cars which lined up for the start only nine finished, for a cracking pace was set immediately. There were three Austins, ten M.G.s, four Cooper types, three Fords, three Singers, one Moriat, a Geary-sprung Michmobile of 2,088 c.c. on scratch and a Lancia which had the misfortune to put a con-rod through the sump during the first preliminary lap.

The race was 85 miles, covering 30 laps, and Frank Brodie in his M.G. which finished second, lapped consistently in the region of 75 m.p.h., being beaten only by his handicap of 11 minutes to the winner, Dennis Cockerill, who was driving a home-built car with a 936 c.c. Ford side-valve engine which he had tuned to perfection.

The Ecurie Miller entry was Brodie's main challenger, but ultimately retired with clutch trouble; Fregona in his Cooper-Norton had looked dangerous but a clutch let him down and the fast Michmobile suffered a broken axle.

About the middle of the race Rand driver Henry Pierce, who had been lying fourteenth, suddenly found he had some knots to spare and used them to good effect. The same might be said of R. C. Chalk in his M.G. who drove the best race of his life.

There were several interesting and lively individual scraps. Andre Malan in his fast A.40 had a ding-dong battle throughout the race with an Ecurie Miller M.G. driven by McDowell, with McLean, from the same stable, a few yards behind. The lead constantly changed and Malan had bad luck to make a pit stop two laps from the end of the race, sacrificing his hard-won position just when tension was at its height.

RESULTS

1, Ford (D. H. Cockerill); 2, M.G. (F. Brodie); 3, M.G. (H. L. Pierce); 4, M.G. (R. C. Chalk); 5, M.G. (R. McDowell); 6, M.G. (W. McLean).

Firestone

Experience Counts—

27 Factories throughout the world. Firestone total sales exceed £1,000,000 per day.

SPECIALLY DESIGNED TYRES FOR EVERY MOTORING NEED

DE LUXE and SUPER BALLOON

These tyres have long been recognised by wise motorists as offering the finest value-for-money. They provide all-round safety with comfort, and give long, silent service on the highway.

Town & Country ALL SEASON

For rear wheels, giving non-skid safety on wet, slippery roads and maximum grip in mud. Smooth riding, and quiet. Long, trouble-free mileage.

Similar equipment ideal for light vans

*TUBELESS OR TUBED

*Firestone Tubeless Tyres have been proved in service since 1951 and production today exceeds 1,500,000 per month.

Firestone TYRES — consistently good

A PLATINUM-PROCESSED MOTOR SPIRIT

New BP Super

– the petrol with more energy per gallon

Another success for The British Petroleum Company!

DURING THE LAST FEW WEEKS, motorists in this country have been enjoying their first experience of a platinum-processed spirit. And 'enjoying' is the word! Because this new BP Super is the petrol with more energy per gallon. It gives an immediate 'fillip' to performance. It doesn't matter what sort of car you run, new or old — high or low compression — you get all these benefits from this new super motor spirit :—

More energy per gallon
Smoother, swifter acceleration
Greater freedom from engine-knock
More miles per gallon
Less engine deposits
Longer engine life

Success at Silverstone on new BP Super

In the Production Touring Car Race at the Daily Express Trophy meeting at Silverstone, Ken Wharton, using new BP Super in his Ford Zephyr, was placed first in the 2001 to 3000 c.c. class. Wharton's brilliant driving round the 25 laps of this 75 miles race showed what lively performance you can get from a car running on a super motor spirit. Because it is platinum-processed, new BP Super gives all cars more energy per gallon and greater freedom from engine-knock.

Photograph by courtesy of "The Autocar"

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LE MANS THOUGHTS

MARSHALLING

Few cars have defied gravity so successfully for so long as has Peter Bell's 2-litre E.R.A.—here seen, with Michael Christie at the wheel, on Rest-and-be-Thankful

WITH relentless regularity, Grand Prix organizers cancel their events week by week. The latest to go is the German, which should have been held on July 31; that leaves our own, next weekend, still standing, and rather vague hopes that the French and Italian G.P.s will be held during September. One hopes they will; the calendar looks horribly dog-eared at present. The reason for the latest blow is that the building improvements and additional safety measures which have yet to be carried out at the Nurburgring will not be completed in time for the race. This decision by the West German A.C. has not been received without criticism by those in control of the circuit. Herr Tini Knoll, manager of the Nurburgring, says that the board is deeply disappointed at the decision. So, for that matter, are a lot of other people.

●

ON one of "Sammy" Davis' rare but welcome visits to this office, the subject of Le Mans inevitably cropped up, and his views, as one of the committee set up to investigate the problem, are interesting. His personal feelings are that the cars competing at Le Mans should be confined to those types of which 100 or more examples already exist. It should become, in fact, a race for cars which manufacturers are already producing, not for those which they intend to produce. They would not, therefore, be sports-racing cars but sports cars, the like of which would already be in use on the roads. This would eliminate the cars which, unavailable for sale, are built by manufacturers expressly to run as works entries in such events. At the same time it would eliminate the types which other manufacturers are compelled to produce in order to remain in the picture and which, though equally unsuited to road use, are available in small numbers for sale to the public.

Bodies should be wider—full two-seaters, of the Austin-Healey type—and, possibly, though it was only a thought, the larger cars might have four-seater bodies. Full windscreens should be used and, though speeds are too high to race with them up, hoods should be fitted and should be erected during scrutineering. In fact, the cars should be everyday sports cars.

On the subject of the circuit, he felt that on the outside of all corners there should be a wide grass verge which would allow drivers room to recover if they left the circuit. Outside this should be a 4ft high wall, preferably preceded by a ditch running along the base of the wall. The pit area, obviously, should be widened to allow three cars comfortably to run abreast. The pits themselves, set back from the road, should have a broad yellow band, painted on the road in front, say 20ft out, and starting perhaps half a mile down towards White House and extending some distance towards the Dunlop bridge. No car would be allowed to cross this line, the penalty for doing so being immediate disqualification, unless some exceedingly sound reason could be given. In conjunction with this, an artificial corner immediately following White House would keep speeds at a reasonable figure and make the pit area safer.

●

ONE of the few remaining events which appears still to be on the calendar is the Swedish Grand Prix, on August 7, though this is subject to a satisfactory inspection of the circuit by Neubauer and Fangio early this month. The meeting is organized by the Royal Swedish A.C. in conjunction with the local section of the Swedish Motor Club, and will include events for sports-racing cars, series production sports cars, grand touring series production cars (above 2,000 and under 2,000 c.c.) and formula 3. So far, entries have been received from Mercedes-Benz; Duncan Hamilton's D-type Jaguar will be driven by Michael Head; and two DB3S Aston Martins may be driven by Reg Parnell and Peter Collins (or Roy Salvadori), though the closeness of the Goodwood Nine Hours race may make it impossible for the Astons to run. There will be no works-entered Jaguars.

●

AT a recent club meeting one of the competitors in a 100-mile race found himself charging through a field of four-foot high corn at 80 m.p.h., with lateral and forward visibility reduced to zero. The next few seconds were too packed with incident to describe here, but they included a 22-yard leap after the car had mounted an earth bank. It finished on all four wheels, though badly bent; the driver was considerably shaken but otherwise unaffected by his unrehearsed combine-harvester operation.

When he failed to appear at the end of the lap his pit staff became worried, and their concern became considerable when, a lap or two later, he had still failed to appear. They telephoned the marshal in the area to enquire if there had been an accident. The reply was to the effect that he thought there had been one somewhere, but he didn't know exactly where it was. Eventually the driver returned to his pit on foot, and the pit staff set out to find the car. It seems that the nearest telephone post had been unmanned, which accounted for the fact that the accident was not reported.

As things turned out, it did not matter very much; had the driver been pinned beneath an overturned car it could have been a very different story. But it brings to light the fact that the marshalling arrangements were inadequate. At the moment this very important job is carried out by voluntary

THE SPORT . . . . . .

labour recruited from members of the club or clubs concerned. It is a pleasant enough job, as one gets an uninterrupted view of the racing, but it is not one to be entered into lightly.

In view of the intensity with which the public eye is directed towards motor racing at present, it might not be a bad plan for the R.A.C. to start some sort of instruction scheme for marshals, so that each club may have a nucleus of members fully trained in the job. There could be an R.A.C.-qualified marshal's badge which carried with it certain privileges at national and international meetings held in this country, as an attraction and to offset the inevitable spare-time work that would be involved.

●

IN reply to the question put to him at the Le Mans enquiry, "Do you believe in any sort of responsibility?" Fangio answered, "There is no point in looking for responsibility in this disastrous matter. Solo fatalidad y nada màs" (only fate, and nothing else). It seems the only answer.

●

BRANDS Hatch and the B.R.S.C.C. go from strength to strength. Next Sunday's meeting (July 10), starting at 2 p.m., has an entry of 100 formula 3 and sports cars, and looks like producing some very interesting and exciting racing. No fewer than three of the Manx-tailed Cooper-Climax cars will be running, driven by Peter Gammon, Ivor Bueb and Jim Russell. So far this season the battles between Bueb's Cooper-Climax and Leston in the 1½-litre Connaught have been exciting enough and the addition of two more Cooper-Climaxes into the mêlée should be quite something.

Leston, in his efforts to leave them behind, will have support from John Coombs in a new Lotus-Connaught, and Peter Jopp in the Lotus-M.G. Colin Chapman and Paul Emery will be driving Lotus-Climaxes and McKenzie-Low, the Elva. In the 12-lap event for sports cars over 1,900 c.c. there are entries from Archie Scott-Brown and N. Cunningham-Reid in Lister-Bristols, Alan Brown's Cooper-Aston, A. P. O. Rogers' Cooper-Bristol, Salvadori (2-litre Cooper-Maserati), R. Page's H.W.M.-Cadillac and the Hon. P. Lindsay's H.W.M.-Alta. All of which sounds very promising.

Formula 3 entries include such drivers as Ivor Bueb, Jim Russell (busy, these two), Don Parker, George Wicken, Colin Davis, John Brown, Stewart Lewis-Evans and Dennis Taylor. The programme will include 10 events—seven for formula 3 and one each for sports cars up to 1,100 c.c., up to 1,500 c.c. and over 1,900 c.c. In the main formula 3 event, for the *Sporting Record* Trophy, lap leaders will receive a bonus of 30s each lap, as an incentive to greater efforts.

●

DEPARTMENT of trumpet blowing. While we are all busily bemoaning the fact that, as yet, there is no British formula 1 contender in whose reflected glory to bask, there is a tendency to overlook just how well our sports cars have been doing this season. Apart from Bentleys (British, too, you note), Jaguars have won the Le Mans race more often than any other single make. Whatever the cynics may say about the outcome at Le Mans if the Mercedes had kept running, the fact remains that the Jaguar could well have won and, what is more, British cars finished not only first, but also second and third. Finally, there is the thought that the D-type is available to (and is being bought by) the public. Try to buy a 300 SLR Mercedes and see what happens.

Other successes that come to mind are Sebring, in which a D-type finished first; the Francorchamps sports car race which Paul Frère's DB3S Aston Martin won; the Hyères 12-hour race in which Kangaroo Stable DB3S cars finished second, third and fourth, and the G.P. des Frontières at Chimay which was won by an XK 120 Jaguar. These come to mind; others would be yielded by a little research. As a race we were ever a self-effacing lot, but there seems little reason for self-effacement in the sports car field.

●

THE special committee set up to carry out an inspection of British circuits visited the Tourist Trophy course at Dundrod on Tuesday. It was headed by Earl Howe. They spent two hours in the morning in the grandstand and pit area, and returned in the afternoon to inspect Wheeler's Corner and several other points on the course.

There was complete agreement between the committee, senior officials of the Ulster Automobile Club and the representative of the road authority of the Antrim County Council that a few minor alterations in the interests of safety were desirable. One of these is the raising of the embankments in the grandstand area and their removal several feet back; another is the raising of embankments and the improvement of the camber at Wheeler's Corner. None of the improvements suggested involves major expense. The committee will report to the R.A.C. competitions department within a week and recommendations will be passed to the Ulster Automobile Club.

●

AS none of them feels that it has the ability to organize international events on its own, the three major Cape Town motor clubs (the Amateur Automobile Racing Club, the Cape Peninsula M.C. and C.C. and the Metropolitan M.C. and C.C.) have decided to combine in the organization of future national and international events run in or near Cape Town. The first event to come under the combined efforts of the three clubs will be the False Bay 100, a 100-mile racing car handicap, usually run on the 3.25-mile Gunners Circle circuit on January 1 by the A.A.R.C. It is hoped that prize and starting money offered both to South African and to overseas drivers will be substantially increased. There are strong (but as yet unsubstantiated) rumours that a team of European cars and drivers will be visiting the Union during February, March and April next year.

The next important South African event will be the East London Winter Handicap to be run on July 11. This race has taken the place of the pre-war South African Grand Prix.

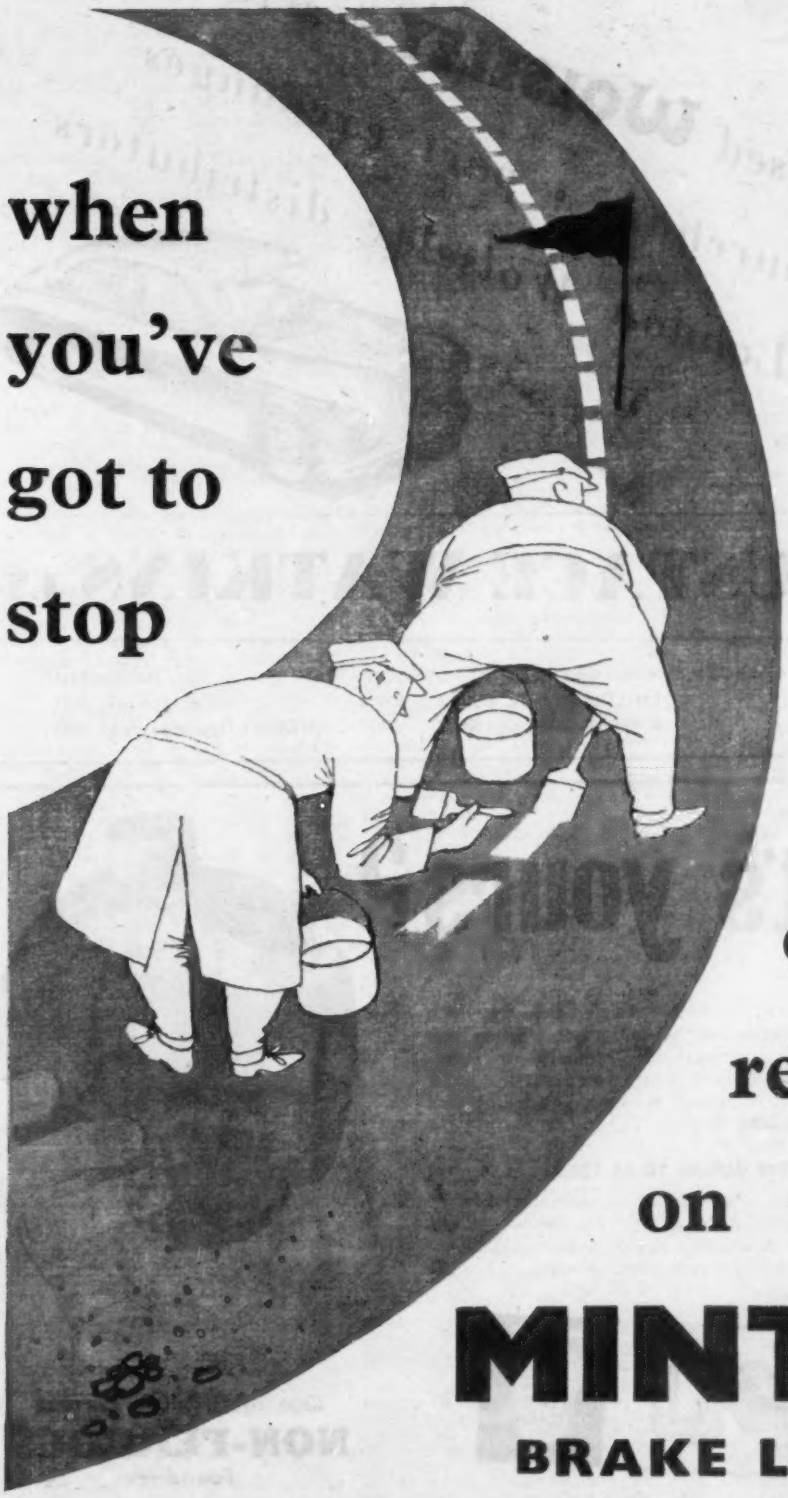
●

JUST as we close for press, the news (as yet unconfirmed) has come through that the Tour de France, a six-day contest to have been held from September 5 to 11, has been cancelled. Not many more of the little nigger boys left now...

PETER GARNIER

COMING SHORTLY

JULY 6-10.—Veteran C.C. Silver Jubilee Rally.
9.—Leinster M.C. Leinster Trophy race, Wicklow, Ireland, 3.30 p.m.
9.—Seven-Fifty M.C. Six-hour relay race, Silverstone, Northamptonshire, 1 p.m.
9.—Royal Scottish A.C. Veteran car rally, Blythswood Square, Glasgow, 10 a.m.
9.—South Wales A.C. Hill climb, Castel Farm, near Bridgend, Glamorganshire.
9.—Taunton M.C. Night rally, Purchase's Market Garage, Priory Bridge Road, Taunton, Somerset, 10 p.m.
10.—Dolomite Gold Cup race, Italy.
10.—B.R.S.C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 2 p.m.
10.—East Anglian M.C. Spring meeting, Snetterton, Norfolk, 1 p.m.
10.—Lancashire A.C. Hill climb, Clerk Hill, near Whalley, Lancashire, 2.30 p.m.
10.—Oxford M.C. Driving test meeting, Kidlington Airport, Oxfordshire, 2 p.m.
10.—Birmingham Young Conservative M.C. *Concours d'élégance*, Stanford Court, Worcestershire, 3 p.m.
10.—Volkswagen O.C. July Gen Hunt, The Marquis of Granby, Esher, Surrey, 2 p.m.
12.—Allard O.C. Social meeting and *concours d'élégance*, Anchor Hotel, Shepperton, Middlesex.
16.—R.A.C. British G.P. meeting, Aintree, near Liverpool, Lancashire; first race 11 a.m.
16.—Middlesbrough and District M.C. Sand races, Redcar-Coatham Sands, North-east Yorkshire, 4.30 p.m.
16.—Herts County A. and A.C. and North London E.C.C. Driving tests, Upper Promenade, Ramsgate, Kent, 3 p.m.
16.—Forces M.C. Tidworth Rally.
17.—Herts County A. and A.C. and North London E.C.C. Ramsgate Speed Trials, Undercliff Promenade, Ramsgate, Kent, 10 a.m.
17.—Northampton and District C.C. Driving tests, Welford Aerodrome, Northamptonshire.
17.—West Essex C.C. Three Jolly Wheelers Rally, The Three Jolly Wheelers, Woodford Bridge, Essex.
17.—Old Merchant Taylors' M.C. Regularity rally.



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CORONATION CAPERS

WHAT is facetiously referred to in some quarters as the crowning achievement of the Cemian Motor Club, the Coronation Rally (third of the series) provided varied and interesting fare for the 69—from the B.A.R.C., London M.C., Hants and Berks, Kentish Border, Harrow Car Club, A.C. Owners and the Cemian M.C.—who faced the starter at the Phoenix Hotel, Hartley Wintney, Hampshire.

The first section (14 miles) was a simple closed route on a card which presented no difficulty and led to the start of section 2 (41 miles), called "Cemian Strip Tease." This was something new in navigation problems, and consisted of a strip of map 1in wide showing the start of the section, several route checks and the finish. The organizers had cunningly removed all copies of the appropriate 1in map from competitors, who thus were left to find their way by the stars and the moon or guesswork, combined with such intermittent information as was given by the map strip, north and west of Basingstoke to Brandean.

A further 63 miles took the rally to the north side of the South Downs and the eliminating test at Springhead, via nine route checks consisting of noting appropriate highway furniture, mainly initial letters of signposts. The fastest time on the test was made by F. E. Still (TR2) in 40 seconds. Thence over the Downs to the night stop at Washington, where Mr. and Mrs. Douglas Johns were to be seen dismantling their Anglia's petrol feed mechanism.

On section 4, competitors wound their way back to Brands Hatch by some 93 miles of minor lanes and 12 controls of passage, which caught out all but three of them and inverted a Morris 8 and a Renault, fortunately without much damage to the crews. Brands Hatch was the scene of a high-speed test in which set class speeds had to be achieved for five laps. Only six competitors lost marks. The target speeds were 39 m.p.h. for cars up to 1,200 c.c. open or closed, 43.7 m.p.h. for 1,201-1,750 c.c. open, 41.3 for 1,201-1,750 c.c. closed, 47 m.p.h. for over 1,750 c.c. open, and 43.7 m.p.h. for over 1,750 c.c. closed.

A further 40 miles took competitors to the finish at The Aerodrome Hotel, Croydon. The last section was called "Needling the Thread"—tired navigators were asked to pass under overhead electricity transmission lines on every alternate road in alternate directions.

Only Sam Moore and W. Paul completed the entire course without penalty and the winner was decided on the special test (best time, Patten's Porsche in 38.4 sec). There were 11 retirements including A. Webber, Singer, who had a slight contretemps with a motor cyclist, and Les Needham, whose M.G. TD ran out of big-end linings.

PROVISIONAL RESULTS

Coronation Trophy (best performance): M.G. TF (S. Moore).

Vice-President's Trophy (best Cemian M.C. member): Ford Zodiac (A. J. Range).

Open cars: Class award: Triumph TR2 (F. E. Still); **Awards of merit:** Triumph TR2 (H. H. Villiers), Austin-Healey (A. E. Monk). **Closed cars: Class award:** Standard (J. R. Paul); **Awards of merit:** Ford Anglia (D. Johns), Ford Consul (H. E. J. Skinner), Vauxhall Velox (N. W. Norman), Vauxhall Velox (R. J. Pascal), Riley (J. H. Ellis).

Consolation prizes: M.G. TF (Miss M. Malone), Austin A.40 (Mrs. Y. Norman).

Team prize: Hants and Berks M.C.—Austin Ten (R. A. Abery), Ford (The Badgers) and Morris Oxford (J. Higginson).

NOTTINGHAM AT OULTON

SO successful was the Nottingham S.C.C.'s Oulton Park meeting last weekend that it is hoped to make it an annual event. Races for the poor man's formulæ—750 and 1,172 c.c.—started things off, and Taylor's Austin walked away with the first of these. MacDowel's Lotus found the 1,172 event equally easy, winning by 30 sec from Laverton's similar car.

In a mixed field in the handicap for series production sports cars Dalton's Austin-Healey 100S was on scratch. Gradually the scratch cars moved up, and the finish was something of a handicapper's dream. The first three cars, all starting at different times, finished within 200 yards.

Sports cars up to 1,400 c.c. ran with the 1,401 to 2,000 cars and after leading for the first lap, Kirkpatrick, in Peter Bell's Connaught, was passed by Naylor's Lotus-Connaught. Kirkpatrick, trying desperately to regain the lead, overturned at Old Hall Corner, fortunately without injury.

Twenty-two cars lined up for the formula 3 event, in which Boshier-Jones finished comfortably ahead of Anderson. Fergusson managed to equal Boshier-Jones' fastest lap, but fell out with mechanical trouble.

Excitement ran high in the unlimited sports car event, with Naylor's Lotus-Connaught and Lewis' Mark 9 Lotus scrapping for first place and Dalton (Austin-Healey) and Brierly (Frazer-Nash) joining battle for third. In the last race, for racing cars up to two litres, Austin Nurse's lead was never challenged, but Murray and Brierly, both in Frazer-Nashes, fought hard for second place until Brierly dropped out near the finish.

PROVISIONAL RESULTS (lap distance 2.76 miles)

Sports car events: 750 formula (7 laps): 1, Austin (P. Taylor), 61.96 m.p.h.; 2, Millard Spl (E. Millard); 3, Austin (S. O. Aberg). Fastest lap: P. Taylor, 65.56 m.p.h. **1,172 formula (7 laps):** Lotus (M. G. H. MacDowel), 69.50 m.p.h.; 2, Lotus (K. D. Laverton); 3, Arden (J. W. Whitehouse). Fastest lap: M. G. H. MacDowel, 71.42 m.p.h. **Production sports cars (6 laps):** 1, Austin-Healey 100S (J. F. Dalton), scr, 71.20 m.p.h.; 2, Triumph TR2 (J. G. Maude), h'cap 30sec; 3, Austin-Healey (D. L. U. Scott), 5sec. Fastest lap: J. F. Dalton, 72.45 m.p.h. **Sports cars up to 1,400 c.c. (6 laps):** 1, Lotus (E. Lewis), 71.15 m.p.h.; 2, Lotus (M. G. H. MacDowel); 3, Arden (C. Summers). Fastest lap: E. Lewis, 72.77 m.p.h. **1,401 to 2,000 (6 laps):** 1, Lotus-Connaught (J. B. Naylor), 74.90 m.p.h.; 2, Frazer-Nash (C. Murray); 3, Frazer-Nash (J. C. Brierly). Fastest lap: J. B. Naylor, 77.53 m.p.h. **Over 2,000 (6 laps):** 1, Lotus-Connaught (J. B. Naylor), 73.50 m.p.h.; 2, Lotus (E. Lewis); 3, Austin-Healey 100S (J. F. Dalton). Fastest lap: J. B. Naylor, 75.88 m.p.h.

Racing car events: Formula 3 (10 laps): 1, Cooper-Norton (D. Boshier-Jones), 77.92 m.p.h.; 2, Staride (R. A. Anderson); 3, Cooper (H. C. Taylor). Fastest lap: D. Boshier-Jones and A. J. F. Fergusson (Cooper), 79.02 m.p.h. **Up to 2,000 c.c. (20 laps):** 1, Lotus-M.G. (A. J. Nurse), 75.82 m.p.h.; 2, Frazer-Nash (C. Murray); 3, H.A.R. (H. A. Richards), 1 lap behind. Fastest lap: A. J. Nurse, 77.78 m.p.h.

CLUB NEWS

Veteran C.C.—Sixty entries have been received for the Salisbury Veteran Car Rally which the South-western section are holding on Saturday, July 23. The event will consist of a rally to Victoria Park, Castle Road, Salisbury, in which cars must reach the rallying point by 12 noon, followed by a non-competitive run of approximately 12 miles starting from Victoria Park at 2.15 p.m. A series of driving tests and a *concours d'élégance* will also be held. Details of the meeting are available from J. Crabb, 100, Greenwood Avenue, Laverstock, Salisbury, Wiltshire.

Swansea M.C.—Driving an M.G. TF, R. Rumble won the challenge trophy for the competitor losing least marks in the driving test meeting held at Fairwood aerodrome, near Swansea, on May 21. The class awards were won by the following competitors:

Saloon cars up to 1,000 c.c.: Morris Minor (J. M. Waddington); **1,001 to 1,600:** Ford Anglia (A. M. Reed); **over 1,600:** Ford Zephyr (D. H. Jones). **Sports cars up to 1,600:** Austin A.40 Sports (B. V. M. Jenkins); **over 1,600:** Allard Palm Beach (S. Edwards).

Louth and District M.C.C.—Scratch and handicap events for 500 c.c. racing cars will be included in the road races to be held at Cadwell Park, Lincolnshire, on Monday, August 1. Regulations are now available from the secretary, C. Wilkinson, L. and D.M.C.C., 140, Eastgate, Louth, Lincolnshire.

Incorporated Auctioneers' C.C.—The London Trophy Rally on June 18 was won by J. R. Shotter (M.G.), with B. C. Roach (Ford Ten) second and R. E. Roberts (Lancia) third.

Sporting C.C. of Norfolk.—The annual driving test meeting was held at Swannington Aerodrome in Norfolk on Sunday, June 19. The 21 competitors drove through each of the six tests twice, the aggregate times counting in the results. G. Tibbenham put up the best performance, driving his M.G. TF neatly and fast. The results are as follows:—

Closed cars up to 1,600 c.c.: Ford Anglia (R. Goddard); **over 1,600:** Jaguar (R. Wingh). **Open cars up to 1,600:** M.G. TF (G. Tibbenham); **over 1,600:** Triumph TR2 (D. R. Burrell). **Ladies' award:** Triumph TR2 (Mrs. B. E. Burrell).

King's Lynn and District M.C.—The second Hunstanton Rally was held on Sunday, June 5, over a 175-mile route with starting points at Wisbech and Elveden, and the finish at Hunstanton. The event was run in five sections and concluded with a driving test on Hunstanton promenade. On the same day a Veteran and Vintage rally was held, consisting of one section from Fakenham to Hunstanton; awards were based on the age of the car, the distance travelled under its own power from home to the start, and the condition of engine and coachwork.

RESULTS

Hunstanton Rally: Best performance: M.G. Magnette (T. H. Blythe). **Class results: Up to 1,000 c.c.:** 1, Austin A.30 (J. B. Ringer); 2, Morris Eight (Miss M. Clarke); 3, Renault (A. E. Fisher). **1,001 to 1,600:** 1, M.G. Magnette (T. H. Blythe); 2, M.G. TF (C. R. Cowlin); 3, Ford Prefect (R. Stanforth). **1,601 to 2,600:** 1, Standard Vanguard (W. J. Wardle); 2, Humber Hawk (D. E. Dudley); 3, Alvis (H. A. Lyall). **Over 2,600:** 1, Austin-Healey (D. Sammis); 2, Jaguar (G. Adams); 3, Austin-Healey (R. Johnson). **Driving test:** 1, Austin-Healey (D. Sammis); 2 (tie), Triumph TR2 (D. E. Burrell) and Ford Anglia (R. Goddard); 4, Triumph TR2 (D. Hindle).

Veteran and Vintage Rally: Cars manufactured before 1911: 1902 Wolseley 10 h.p. (J. W. Howes). Highly commended: 1897 Beeston-Humber tricycle (F. H. Glorenshaw). **After 1910:** 1911 Renault 6.9 h.p. (H. R. Smith). Highly commended: 1923 Wolseley (C. Whisker).

Furness District M.C.—The results of the fifth Festival Rally held on June 18-19 are as follows:

Festival Trophy (best performance): Triumph TR2 (Mrs. R. Beaumont); **Navigator's award:** J. A. Beaumont.

Class results: Cars up to 1,000 c.c.: 1, Standard (W. M. M. Tyson); 2, Morris (J. H. Davies). **Open cars over 1,000 and supercharged cars:** 1, Triumph TR2 (J. P. Baldam); 2, Morgan (E. S. Sneath). **Closed cars over 1,000:** 1, Jaguar (E. A. Wrangham); 2, Ford Anglia (E. Vanner).

First-class awards: Triumph TR2 (H. M. Sinclair), Triumph TR2 (F. Snaylam), Sunbeam-Talbot (R. L. Brown). **Second-class awards:** M.G. (L. Windsor), Ford Anglia (E. J. Mitchell), H.R.G. (C. L. Kinns), Ford Anglia (D. W. Vernon), Triumph TR2 (J. Broomby).

Novice award: Vauxhall (N. Bradshaw). **Team award:** C. L. Kinns, E. Vanner and F. Snaylam.

Driving tests: Woodward Trophy: Triumph TR2 (Lord Cross).

G. Newby Prize: Triumph TR2 (J. C. Milne).

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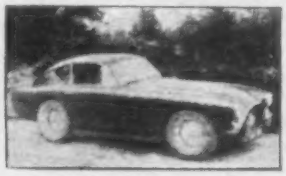

Buying a Hand-Made Car . . .

THE purchase of a new sports car is always an exciting adventure preceded by much discussion and investigation, but the purchase of an individually made personal vehicle out-distances by far the pleasures of receiving one of many identical pressed out shapes finished in a set pattern.

When the total production is measured in dozens rather than thousands, your own particular requirements can easily be accommodated; that whim for an extra bit of padding in the small of the back, the carefully chosen contrast for the leather and carpets, and precise state of tune for your individual engine are yours for the asking. Naturally, it will pay dividends to contact E. N. Rudd who has had untrivalled experience in competition with the Ace and, by regular visits to the factory at Thames Ditton, personally supervises the building of each car being delivered to his customers.

RUDDS of Worthing. Distributors of the Hand-made sports car at the mass production price—the A.C. Demonstrations anywhere by arrangement or at the factory by appointment. Ace Sports £1,439. Aceca Coupé £1,722. Part-exchange at Market Valuation.

RUDDS OF WORTHING

(Adjacent Central Station)

Phones: Worthing 7773-4

Mr. Walter E. Hill (left), retiring managing director of Vauxhall Motors, Ltd., was recently presented with a gold pen and pencil by Mr. Clare Cambage, managing director of S.M.T. Sales and Service Co., Ltd., on behalf of Scottish Vauxhall and Bedford dealers. The presentation was made at the annual Vauxhall golf tournament held at Moor Park, Hertfordshire, on June 24

IN BRIEF

Mr. G. A. M. Peters has been appointed general line representative for Surrey by the Avon India Rubber Co., Ltd., Melksham, Wiltshire.

Mr. B. H. T. Rowley has been appointed midland manager for Auto Tyre Services, Ltd., manufacturers of Blue Peter retreads, based at Great Bridge, Tipton, Staffordshire.

A MISPRINT in *The Autocar* of July 1 resulted in the Hillman Minx de luxe saloon being credited in the Road Test with a compression ratio of 9 to 1. This should have read 7 to 1.

As a result of the success of their recent production "On Monday Next" at the Fortune Theatre, Drury Lane, London, the S.M.M.T. Players have donated £125 to the Motor and Cycle Trades' Benevolent Fund, towards the Nuffield nursing home.

This week 38 New Zealand distributors of the British Motor Corporation arrived in Britain to take part in tomorrow's celebrations to mark the Austin Motor Co., Ltd. jubilee. The party flew from Sydney by B.O.A.C. Constellation, and at the London airport was greeted by Mr. Whitney Straight, deputy chairman of B.O.A.C., and by executives of the B.M.C.

Mr. Jack W. Follett has been appointed sales director of the Triplex Safety Glass Co., Ltd. in succession to Mr. Kenneth Horne, who has taken up an appointment as managing director of the British Industries Fair, Ltd. Mr. Follett was formerly general sales manager, and has been a director of the Triplex company since 1948.

Liverpool Finance and General Purposes Committee have agreed to sell the lease of some 42 acres on their Kirkby estate to the AC-Delco division of General Motors, Ltd. The ground will be leased at £1,500 per acre for 999 years for the manufacture of car and electrical accessories. It is intended that a factory will be built within two years which will ultimately be the largest on the estate, eventually employing between 4,000 and 5,000 people. The company has also been given an option on a further 29 acres.

Mr. George Holton, chairman of the Socony Mobil Oil Co., Inc., of New York, has reached retiring age, and Mr. B. B. Jennings has been appointed as the new chairman. He will continue as chairman of the executive committee, and as the company's chief executive officer. Mr. Albert Nickerson has been appointed president. Succeeding Mr. Nickerson as the director in charge of foreign trade is Mr. Paul V. Keyser, who has been appointed to the board and to a vice-presidency. Also appointed to the board is Mr. Austin Foster, who will continue as general counsel, and Mr. Lawrence King and Mr. Herman Schmidt have been appointed associate general counsel.

Mr. F. W. J. Scott has been appointed sales manager jointly with Mr. T. C. Bailey, the present sales manager, at the head office of Shell-Mex and B.P., Ltd. Mr. J. H. Hardman succeeds Mr. Scott in Newcastle, where he will be responsible for the Newcastle, Darlington and Hull branches. Other Shell appointments include that of Mr. R. W. Starling as divisional operations manager, Midland division; Mr. A. V. Driver as divisional sales manager, southern division; Mr. C. A. R. Mott as branch manager, south west London; and Mr. G. D. Kerr as deputy accountant, Scottish Oils and Shell-Mex, Ltd. Mr. A. W. Swain is now branch manager at Chester; Mr. S. F. Lawson is assistant manager of the distribution department at the company's head office; Mr. C. R. Boustead is divisional operations manager, London division; and Mr. G. A. Parry is divisional operations manager for the north western division.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17140. 1937-38 16.95 h.p. TF Alvis
"D.D."—All possible information.

No. 17141. 1938-39 Lanchester Eleven
"W.F."—General maintenance information and a handbook.

No. 17142. 1939 1½-litre Jaguar
"V.W.E."—All possible information and a handbook.

No. 17143. Handbooks Required
"T.A.T."—1939 1½-litre Jaguar.
"R.J.G."—1931 10-25 h.p. Rover.
"B.J.C."—Le Mans Singer.
"W.J.C."—1936 Riley Nine Falcon.

We've been Ford Dealers for over 40 years that's why we say

GET YOUR

Zephyr

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OF FINCHLEY

Ford Distributor

W. Harold Perry Ltd.,
279 Ballards Lane (Nr. Tally Ho),
North Finchley, London N.12.
Tel: HILLside 4444

DW 2772

Welbeck View-Points
(No. 8 of a series)

THERE'LL BE A HUNTER IN YOUR STREET SOON

With the Hunter, success has come to Singer. This beautifully finished 1½-litre saloon at £975 is the most lavishly equipped medium size car on the British market. It handles like a thoroughbred—with a truly delightful miniature central gear change control. It is roomy, but it is compact. It is fast, but it is economical. This is a new car—but it is in the finest tradition—and maybe it will fit your requirements much more closely than the mass produced effort. The Hunter will last you many many years. Welbeck Motors would like to show you the Hunter—and nothing would please us more than to place one at your disposal for a few days.

Welbeck Motors Ltd.
107, Crawford Street, London, W.1.
(Near Baker St. Station)
Welbeck 1139
(Distributors for the Singer Motor Co.)

BRITISH CAR PRICES

	British List Price £	s	d	British Total Price £	s	d
A.C.						
2-litre 2-door	1,027	12	2	1,456	18	1
Four-door	1,107	19	4	1,570	14	11
Ace sports 2-seater	1,015	0	0	1,439	0	10
Aceca coupé	1,215	0	0	1,722	7	6
ALFA ROMEO						
1900	1,850	0	0	2,621	19	2
1900 Super Sprint	2,500	0	0	3,542	15	10
ALLARD						
Palm Beach 4-cyl. 3-seater	720	0	0	1,021	2	6
6-cyl. 3-seater	750	0	0	1,061	12	6
2½-litre saloon	1,250	0	0	1,771	19	2
K3 3-seater	1,100	0	0	1,559	9	2
Monte Carlo	1,375	0	0	1,949	0	10
Safari estate car	1,375	0	0	1,949	0	10
ALVIS						
3-litre	1,285	0	0	1,821	10	10
Coupé	1,360	0	0	1,927	15	10
ARMSTRONG SIDDELEY						
Sapphire (synchro-mesh box)	1,215	0	0	1,722	7	6
Sapphire (preselector)	1,285	0	0	1,821	10	10
Sapphire (automatic)	1,404	0	0	1,990	2	6
Sapphire limousine	1,910	0	0	2,706	19	2
ASTON MARTIN						
DB2-4	1,925	0	0	2,728	4	2
Drop-head coupé	2,025	0	0	2,869	17	6
DB3S competition	2,600	0	0	3,684	9	2
AUSTIN						
A.30 Seven 2-door	335	0	0	475	14	2
Four-door	355	0	0	504	0	10
Countryman	395	0	0	560	14	2
A.40 Cambridge 2-door	458	0	0	649	19	2
Four-door	468	0	0	664	2	6
A.50 four-door	478	0	0	678	5	10
A.90 Westminster	558	0	0	791	12	6
A.135 Princess	1,665	0	0	2,359	17	6
Limousine	1,715	0	0	2,430	14	2
Limousine, L.W.B.	2,000	0	0	2,834	9	2
Saloon, L.W.B.	2,000	0	0	2,834	9	2
BENTLEY						
Chassis	2,465	0	0	2,979	2	1
Series S saloon	3,295	0	0	4,669	0	10
Hooper saloon	4,715	0	0	6,680	14	2
Mulliner saloon	4,860	0	0	6,886	2	6
Continental chassis	2,510	0	0	3,033	9	7
Mulliner saloon	4,960	0	0	7,027	15	10
Park Ward saloon	4,670	0	0	6,616	19	2
Park Ward coupé	4,670	0	0	6,616	19	2
B.M.W.						
Type 501	1,400	0	0	1,984	9	2
Type 502	2,100	0	0	2,976	2	6
F.H. coupé	2,750	0	0	3,896	19	2
BORGWARD						
1500 Isabella	798	0	11	1,131	13	10
2400 sports saloon	1,287	16	9	1,825	11	3
Saloon (Hansamatic)	1,380	1	8	1,956	4	10
2,400 Pullman	1,409	2	1	1,997	7	2
Pullman (Hansamatic)	1,501	7	0	2,123	0	9
BRISTOL						
Type 403	2,100	0	0	2,976	2	6
Type 404	2,350	0	0	3,330	5	10
Type 405	2,250	0	0	3,188	12	6
Abbot D.H. coupé	2,250	0	0	3,188	12	6
BUICK						
Century 4-door	1,975	0	0	2,799	2	2
Super 4-door	2,025	0	0	2,869	18	10
CADILLAC						
Special 4-door	3,000	0	0	4,251	4	6
CHEVROLET						
Bel Air 4-door	1,275	0	0	1,807	7	6
Station wagon	1,465	0	0	2,076	10	10
CHRYSLER						
Windsor	—			—		
New Yorker	—			—		
CITROEN						
2 c.v.	398	0	0	564	19	2
Light 15	685	0	0	971	10	10
Big 15	740	0	0	1,049	9	2
Six	1,040	0	0	1,491	9	2
DAIMLER						
Conquest	1,066	0	0	1,511	5	10
Coupé	1,225	0	0	1,736	10	10
Roadster	1,180	0	0	1,672	15	10
Hardtop roadster	1,235	0	0	1,750	14	2
Century	1,172	0	0	1,661	9	2
3½-litre Regency	1,640	0	0	2,324	9	2
Sportsman's saloon	1,870	0	0	2,650	5	10
4½-litre Regency	1,960	0	0	2,777	15	10
Sportsman's saloon	2,190	0	0	3,103	12	6
Regina Hooper limousine	4,385	0	0	6,213	4	2
DELLOW						
Mark IIB Two seater	448	0	0	635	15	10
Mark IIC	477	0	0	676	17	6
Mark V Lightweight 2-seater	542	0	0	768	19	0
D.K.W.						
Sonderklasse	597	0	0	864	17	6
Coupé	632	0	0	896	9	2
Cabriolet 2-seater	925	0	0	1,311	10	10
Cabriolet 4-seater	785	0	0	1,113	4	2
Station wagon	688	0	0	975	15	10

(Continued on next page)

BRITISH AND COLONIAL MOTORS LIMITED

USED CARS

A SELECTION FROM OUR STOCK

1953 AUSTIN Princess saloon, radio, heater, 15,000 miles £1,295
1951 CHEVROLET 4-dr. saloon de luxe, L.H.D., 16,000 miles only £795
1954 FORD Consul saloon, heater, 5,000 miles £695
1955 FORD Popular saloon, 1,500 miles £465
1954 FORD Popular saloon, many extras, 2,700 miles £445
1955 FORD Zephyr saloon, leather, heater, 2,000 miles £755
1953 HILLMAN Minx Special saloon, 3,000 miles £695
1955 HUMBER Super Snipe saloon, radio, heater, 1,000 miles £1,895
1951 HUMBER Super Snipe saloon, 13,000 miles £595
1955 RILEY Pathfinder saloon, 6,000 miles £1,275
1954 STANDARD "8" saloon, heater, 1,100 miles £495

NEW CARS

A LARGE SELECTION ALWAYS IN STOCK INCLUDING THE FOLLOWING:

AUSTIN A.40 Pick-up truck
MORRIS ½-ton "J" type van

13/14 UPPER ST. MARTINS LANE
W.C.2
(adjacent Leicester Sq. Tube Station)
TEMPLE BAR 3588

CARS FOR THE CONNOISSEUR

The Latest Addition to the

SAPPHIRE RANGE

The 7-Passenger Limousine

is now on Show at

Guy Salmon (AUTOMOBILES)

This luxuriously appointed and reasonably priced vehicle well merits the attention of those desiring a CHAUFFEUR DRIVEN LIMOUSINE

PORTSMOUTH ROAD,
THAMES DITTON, SURREY

EMBERBROOK 5551-2-3

(35 minutes from Hyde Park Corner)

JACK OLDING & CO. (MOTORS) LTD.

Offer the following cars:

ROLLS-ROYCE Silver Wraith H. J. Mulliner Touring Limousine. Blue/grey leather. **£4,250.**

ROLLS-ROYCE Silver Wraith 1948 James Young 4-door Saloon. Mid-blue/blue leather. **£2,850.**

ROLLS-ROYCE 25/30 1939 Barker 4-door Saloon. Black and green/green leather. **£850.**

ROLLS-ROYCE Phantom II Continental Saloon. Black/blue, grey panels. **£525.**

BENTLEY 1954 4½-litre Standard Saloon. Black/brown hide. Automatic. **£3,975.**

DAIMLER 2½-litre 1949 Barker Foursome Coupe. Grey/red leather. Radio. Foglamp. Covers. **£595.**

ROVER "90" 1954 ('55 Series) Saloon. Black/red hide. Heater. 5,000 miles. **£1,275.**

ROVER "90" 1954 Saloon. Black/red hide. Radio. One owner. **£1,150.**

STANDARD Vanguard Phase I 1953 Saloon. Pastel blue/blue leather. Heater. Wing mirrors. **£575.**

NEW CARS:—

For immediate delivery:—

ROLLS-ROYCE "Silver Dawn" and **BENTLEY** Mark VI with special Freestone & Webb coachwork.

ARMSTRONG SIDDELEY Automatic "Sapphire" 6-light Saloon. **AUSTIN-HEALEY** "100." **FORD** Zephyr Convertible. **WOLSELEY** 4/44.

For early delivery:—

AUSTIN A135 L.W.B. Limousine.

AUDLEY HOUSE, NORTH AUDLEY ST., W.1

MAYfair 5242 (seven lines)

(Open to 7 p.m.)

JOHN S. TRUSCOTT LIMITED

for

MERCEDES-BENZ

TYPE 220A. TOTAL PRICE £2,123

Wide experience of this model confirms overwhelmingly our original belief that it is the finest all-purpose medium size quality car in current production.

Because of our faith in its future, and in anticipation of wide demand, we placed large stock orders, which are now arriving. We can therefore offer immediate or very early delivery in a choice of colours.

Your greatest pleasure can be this new conception of modern motoring, which embodies all the experience of the World's oldest Automobile Manufacturers.

SEE, DRIVE, and JUDGE our Demonstration cars for yourself.

Full details of Type 220A and five other equally outstanding models in their class (Prices from £1,694 to £5,500) from the Distributors.

JOHN S. TRUSCOTT, LTD.

(Mercedes-Benz Retail & Wholesale Distributors.)

173, WESTBOURNE GROVE, W.11

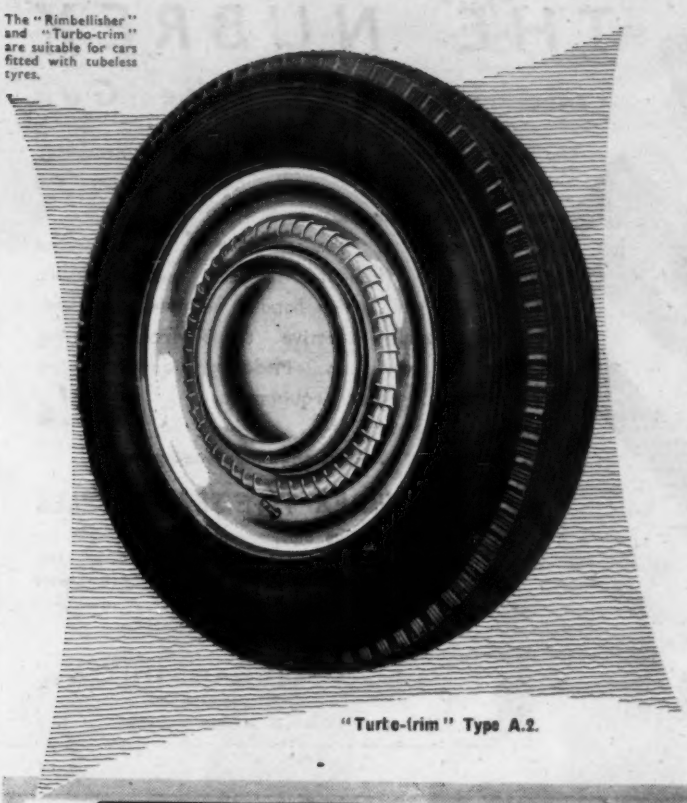
Bayswater 4274

BRITISH CAR PRICES . . . . . continued

	British List Price £	s	d	British Total Price £	s	d
FAIRTHORPE						
Atom Mark I ...	259	17	0	369	4	11
Mark 2	274	17	0	390	9	11
Mark 3	315	14	0	448	7	4
FIAT						
500C coupé	403	10	0	572	15	0
600	412	10	0	585	10	0
Station wagon ...	478	10	0	679	0	0
1100	563	10	0	799	8	2
1100TV	750	0	0	1,063	12	6
1400A	774	0	0	1,097	12	6
1900A	980	0	0	1,389	9	2
Full-light saloon ...	1,385	0	0	1,963	4	2
FORD (Britain)						
Popular	275	0	0	390	14	2
Anglia	360	0	0	511	2	6
Prefect	395	0	0	560	14	2
Consul	470	0	0	666	19	2
,, Convertible	570	0	0	808	12	6
Zephyr Six	532	0	0	754	15	10
,, Convertible...	677	0	0	960	4	4
,, Zodiac ...	600	0	0	851	2	6
FORD (Canada)						
Customline	1,249	0	0	1,770	10	10
Country Sedan ...	1,438	0	0	2,038	5	10
FORD (U.S.A.)						
Thunderbird	1,639	0	0	2,323	0	10
FRAZER NASH						
Mark II 2-seater ...	2,250	0	0	3,188	12	6
Targa Florio Gran Sport	2,250	0	0	3,188	12	6
Le Mans coupé ...	2,250	0	0	3,188	12	6
Sebring 2-seater ...	2,500	0	0	3,542	15	10
Fast Roadster ...	1,650	0	0	2,338	12	6
HEALEY						
Austin-Healey 100 2-seater	750	0	0	1,063	12	6
100S	1,125	0	0	Export only		
HILLMAN						
Minx Special	458	0	0	649	19	2
Estate Car	540	0	0	766	2	6
Minx de luxe ...	480	0	0	681	2	6
Convertible	520	0	0	737	15	10
Californian	520	0	0	737	15	10
Husky	398	0	0	564	19	2
H.R.G.						
1½-litre 2-seater ...	895	0	0	1,269	0	10
HUDSON						
Rambler	1,400	0	0	1,984	9	2
Wasp	1,825	0	0	2,586	10	10
Hornet	1,960	0	0	2,777	15	10
HUMBER						
Hawk Mark VI ...	695	0	0	985	14	2
Touring Limousine ...	775	0	0	1,099	0	10
Super Snipe Mark IV	985	0	0	1,396	10	10
Touring limousine ...	1,065	0	0	1,509	17	6
JAGUAR						
Mark VII	1,140	0	0	1,616	2	6
XK 140 2-seater ...	1,177	10	0	1,598	8	4
D.H. coupé	1,160	0	0	1,644	9	2
F.H. coupé	1,140	0	0	1,616	2	6
D-type 2-seater ...	2,585	0	0	3,663	4	2
JENSEN						
Interceptor	1,700	0	0	2,409	9	2
Model 541	1,285	0	0	1,821	10	5
KAISER						
Special 4-door ...	—			2,250	0	0
Manhattan 4-door ...	—			2,460	0	0
KIEFT						
Sports 2-seater ...	1,100	0	0	1,559	9	2
LAGONDA						
Two-door	2,260	0	0	3,202	15	10
Four-door	2,400	0	0	3,401	2	6
D.H. coupé	2,400	0	0	3,401	2	6
LANCHESTER						
Sprite	760	0	0	1,077	15	10
LANCIA						
Appia	1,250	0	0	1,771	19	2
Aurelia, Series II ...	2,020	0	0	2,862	15	10
Aurelia Gran Turismo 2500	2,450	0	0	3,471	19	2
LEA-FRANCIS						
Fourteen	1,130	0	0	1,601	19	2
Estate car	1,130	0	0	1,601	19	2
Eighteen	1,380	0	0	1,956	2	6
2½-litre Sports ...	1,240	0	0	1,757	15	10
LINCOLN						
Capri Pordor ...	2,073	0	0	2,937	17	6
MERCEDES-BENZ						
180	1,195	0	0	1,694	0	10
180D (diesel)... ...	1,260	0	0	1,786	2	6
220a	1,498	0	0	2,123	5	10
300b	2,329	0	0	3,300	10	10
300S	3,902	0	0	5,528	19	2
300SL	3,100	0	0	4,392	15	10
MERCURY						
Montclair	1,624	0	0	2,301	15	10
M.G.						
TF Midget 2-seater ...	550	0	0	780	5	10
Magnette	645	0	0	914	17	6
MORGAN						
Two-seater (TR2) ...	595	0	0	844	0	10
Two-seater (Vanguard)	550	0	0	787	7	6
Four-seater	580	0	0	822	15	10
Coupé, 2-seater ...	610	0	0	865	5	10
Coupé, 4-seater ...	620	0	0	879	9	2

	British List Price £	s	d	British Total Price £	s	d
MORRIS						
Minor tourer... ...	373	0	0	529	10	10
Two-door	373	0	0	529	10	10
Four-door	395	0	0	560	14	2
Traveller's car ...	422	10	0	599	13	4
Cowley	495	0	0	702	7	6
Oxford	525	0	0	744	17	6
Traveller	580	0	0	822	15	10
NASH						
Rambler	1,450	0	0	2,054	13	7
Station wagon ...	1,490	0	0	2,111	14	2
OLDSMOBILE						
Series 88 Super ...	1,640	0	0	2,324	9	2
Series 98 de luxe ...	1,985	0	0	2,813	4	2
Starfire coupé ...	2,080	0	0	2,947	15	10
PACKARD						
Clipper	1,640	0	0	2,324	9	2
Patrician	2,266	0	0	3,211	5	10
PANHARD						
Junior sports... ...	771	6	0	1,100	0	0
Dyna de luxe saloon	701	0	0	995	0	0
PARAMOUNT						
Ten tourer	625	0	0	886	10	10
1½-litre coupé ...	675	0	0	957	3	4
PEUGEOT						
Type 203	633	15	11	899	0	0
Station wagon ...	732	12	4	1,039	0	0
PONTIAC						
Four-door	—			2,050	0	0
Convertible	—			3,200	0	0
PORSCHE						
Type 356 coupé ...	1,260	0	0	1,786	2	6
Cabriolet	1,380	0	0	1,956	2	6
Super coupé	1,380	0	0	1,956	2	6
Super cabriolet ...	1,500	0	0	2,216	2	6
Type 550 Spyder ...	2,715	0	0	3,847	7	6
RENAULT						
750 fixed-head ...	422	10	0	599	13	4
Convertible	550	0	0	780	5	10
R1063	790	0	0	1,148	12	6
2-litre Frégate ...	829	0	0	1,175	10	10
RILEY						
1½-litre	800	0	0	1,134	9	2
2½-litre Pathfinder ...	875	0	0	1,240	14	2
ROLLS-ROYCE						
Silver Cloud chassis	2,555	0	0	3,087	17	1
Saloon...	3,385	0	0	4,796	10	1
Hooper saloon ...	4,805	0	0	6,808	4	2
Mulliner saloon ...	4,950	0	0	7,013	12	6
Silver Wraith chassis	2,445	0	0	3,464	17	6
Park Ward saloon	4,695	0	0	6,652	7	6
Mulliner limousine	4,895	0	0	6,935	14	2
Hooper limousine	4,895	0	0	6,864	17	6
Freestone and Webb limousine ...	4,940	0	0	6,999	9	2
James Young saloon	4,970	0	0	7,041	19	2
ROVER						
60	820	0	0	1,162	15	10
75	895	0	0	1,269	0	10
90	915	0	0	1,297	7	6
SIMCA						
Aronde	599	0	0	849	14	2
SINGER						
S.M. roadster ...	510	0	0	723	12	6
Hunter	687	10	0	975	1	8
SKODA						
1200	630	0	0	893	12	6
Station wagon ...	700	0	0	992	15	10
STANDARD						
Eight family saloon ...	359	0	0	509	14	2
Ten	409	0	0	580	10	10
,, Estate car ...	460	0	0	625	15	10
Vanguard	555	0	0	787	7	6
,, Estate car	633	0	0	897	17	6
STUDEBAKER						
Champion	1,209	0	0	1,714	0	6
Commander	1,277	0	0	1,810	7	2
President	1,484	0	0	2,104	0	6
SUNBEAM						
Mark III	795	0	0	1,127	7	6
Convertible	845	0	0	1,198	4	2
Alpine 2-seater (with overdrive)	855	0	0	1,212	7	6
SWALLOW DORETTI						
Mark I 2-seater ...	777	0	0	1,101	17	6
TRIUMPH						
TR2 2-seater	625	0	0	886	10	10
TR2 Hard top ...	670	0	0	950	5	10
Renown	776	0	0	1,099	0	10
VAUXHALL						
Wyvern	495	0	0	702	7	6
Velox	535	0	0	759	0	10
Cresta	595	0	0	844	0	10
VOLKSWAGEN						
Saloon...	422	10	0	599	13	4
De Luxe	486	0	0	689	12	6
WILLYS						
Custom	1,196	0	0	1,695	9	2
Bermuda	1,269	0	0	1,793	17	6
WOLSELEY						
Four-Fortyfour ...	595	0	0	844	0	10
Six-Ninety	750	0	0	1,063	12	6

The "Rimbellisher" and "Turbo-trim" are suitable for cars fitted with tubeless tyres.



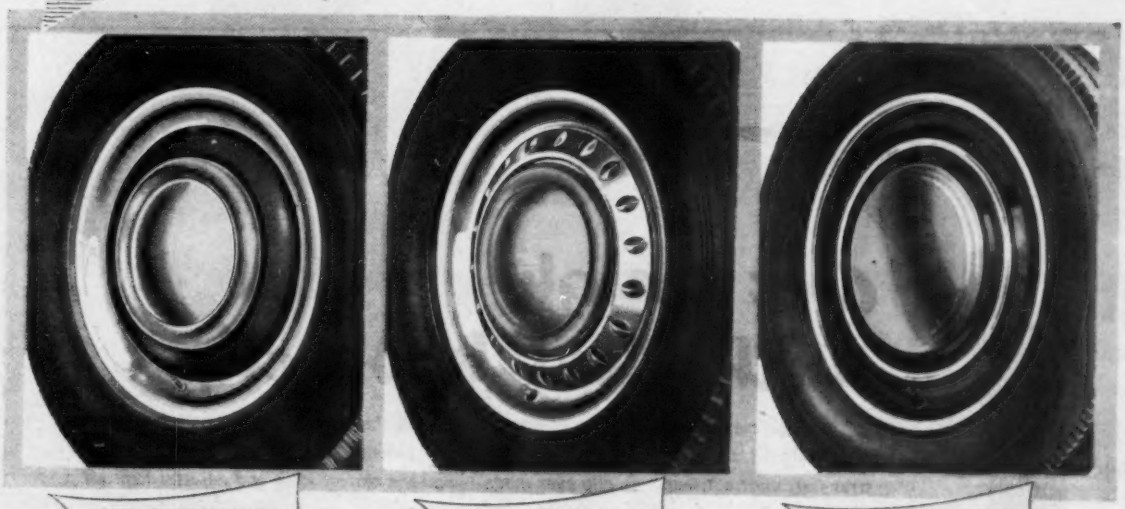
"Turbo-trim" Type A.2.

Elegant wheels make an *elegant* car.....

You have only to see a car fitted with Ace Wheel Discs or Wheel Trims to realise what a difference they make—not just to the wheels, but to the appearance of the car as a whole. Try one against a wheel on your car—you'll be agreeably surprised with the result. The "Turbo-trim" Type A.2 shown on the left, is the latest addition to our range. It is of unique styling, louvred to assist brake cooling and made of non-corrosive alloy with a most attractive bright anodised finish. It is attached to the wheels by Ace patent self-locking fasteners which cannot work loose. The "Turbo-trim" Type A.2 is available for many current production cars and costs £8/10/- per set of four. There are Ace Wheel Discs or Trims for most of the cars on the road today—ask your garage or write to us for details of the types suitable for your car.

ACE

WHEEL DISCS
and
WHEEL TRIMS



ACE "RIMBELLISHER"
wheel trims

Of deep section, chromium plated and available in more than 40 types for most post-war British and many foreign cars. Attached by Ace self-locking 100% secure fasteners. Price £7/10/- per set of five.

ACE "TURBO-TRIM"
wheel discs Type C.1.

All-chrome-plated on brass full-width wheel discs, deeply louvred to assist brake cooling. Available for many current British cars, attached by Ace self-locking 100% secure fasteners. Price £12 per set of four.

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A handsome design suitable for a wide range of cars fitted with the early type of pressed steel wheels. Polished outer rim and plated embellishing rib. Positive means of attachment. Price £8/10/- per set of four.

The names "Rimbellisher" and "Turbo-trim" are registered Trade Marks of Cornercroft Ltd., and may not be used to describe any other wheel discs or trims.

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These grease nipples automatically prevent any dirt entering bearings and always give 100 per cent. effective lubrication. It will pay you to always use NUBREX Tite-Seal nipples.

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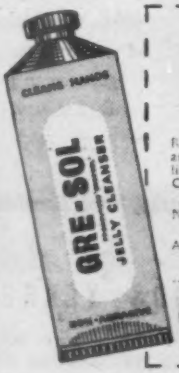

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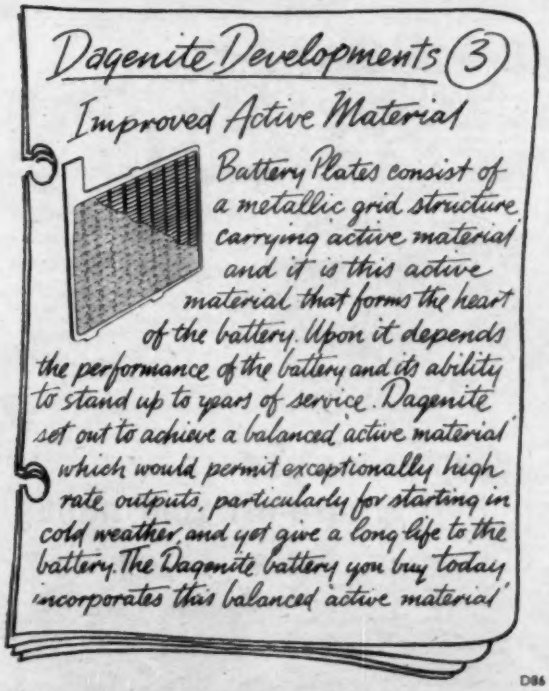

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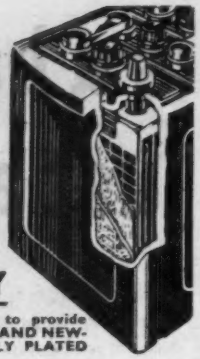

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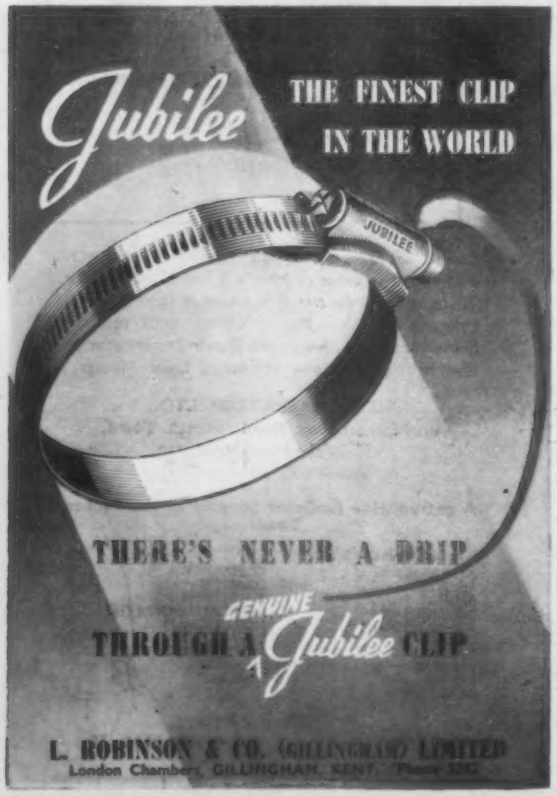

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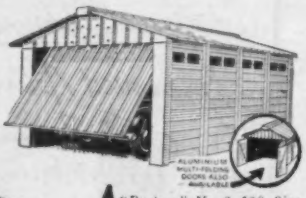

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Studley Garage & Eng. Works Ltd.,
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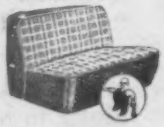

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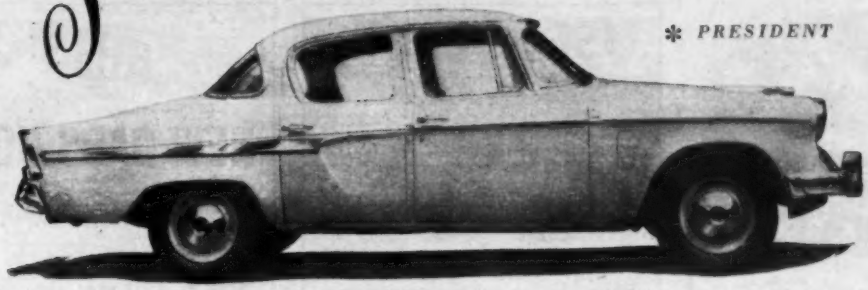

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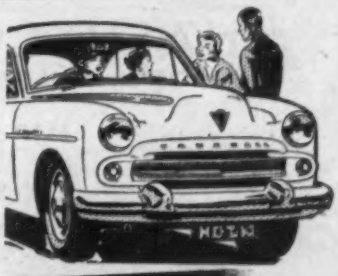

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Private H.P. From ⅓ down up to max. period to pay.

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1952 **VAUXHALL** Wyvern, dark green, radio, heater	£585
1955 **MORRIS** Oxford Traveller (utility). Under 4,000 miles	£875
1954 **MORRIS** Minor saloon	£535
1954 **ROLLS-ROYCE** 25 h.p. sports saloon, black	£425
1954 **ROLLS-ROYCE** 25 h.p. saloon. Immaculate	£450
1953 **JAGUAR** Mk. VII, duo green, radio. Immaculate	£995
1949 **M.G.** T.C. Midget, radio, heater, 21,000 miles	£425
1953 **HUMBER** Super Snipe, radio, heater. As new	£795
1953 **HILLMAN** Estate Car, radio, heater. As new	£845
1929 **BENTLEY** 4½ Tourer, engine recently overhauled	£225
1950 **VAUXHALL** Velox, 1 owner, 38,000 miles	£425

EXCHANGE or H.P.

38 ACRE LANE, BRIXTON, S.W.2. BRixton 4011
1-3 DORKING ROAD, EPSOM, SURREY EPSOM 3901

1905 - 1955

AUSTIN

Golden Jubilee

We extend our best wishes to the Great

AUSTIN MOTOR COMPANY LTD.,

with whom we are proud to have been associated for almost half a century

The Car Mart Ltd

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The Autocar

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USED CARS FOR SALE & WANTED—SPARES & SERVICE

A.C.

A.C. distributors offer:—

£585—1950 A.C. 2-litre saloon, lovely beige/brown, carefully used.

£625—1951 A.C. 2-litre saloon, dual pastel green.

£645—1951 A.C. 2-litre saloon, dual pastel blues.

ONE new A.C. 2-litre saloon in dual maroon/mushroom shades at list price for immediate delivery; written guarantee.

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1949 A.C. sportsman saloon, finished in black and ivory, extremely fast car.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

1949 (late) A.C. sports saloon, 2 owners only, low mileage, in exceptionally fine order throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

A.C. Ace sports, 6,000 miles, red, beige upholstery, perfect condition; will exchange or hire purchase; £1,075.—Hayes 3280. 99, New Rd., Harlington, Middx. [7200

A.C. Cars Wanted

ALMOST new A.C. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALFA-ROMEO

ALFA-ROMEO 1.750cc Ten Million series coupe, 1952, excellent condition, recent overhaul; £200.—Simmons, Grosvenor 1188. [7069

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27, Pembridge Villas, W.11. Bay. 0523. [W1015

CHILTERN CARS urgently require a 1750 Zagato or Castagna 2-seater in exceptional condition.—1a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2846-9. [0124/R

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1949 drop head foursome, recent recond. engine, innumerable extras, exceptional example; £365.

1948 (December) 4-seater tourer, blue, many extras, excellent throughout; £525.

35, Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045

FACTORY serviced used Allard cars are your wisest buy.

ONE owner, good 1951 P1 saloon; £485.

IMMACULATE 1948 L type tourer; £350.

ADLARDS MOTORS, Ltd., 43, Acre Lane, Brixton, London, S.W.2. Brixton 6431. [0912/R

1950 Allard saloon, fawn, undersealed, one careful owner, spotless condition; £475.

W. J. BROWN, Ltd., Ford distributors for 30 years, 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

£250—1948 Allard 4-seater tourer, recent new engine.—Pape, 61, Toll Gavel, Beverley, Yorks. Tel. 23. [7242

1953 Allard saloon, black, 5,000 miles; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1948 71K 2-seater, red, reconditioned engine 6,000 miles ago, new axle shafts, very fast; £350.—Park Valley, Nottingham 52865. [7236

G & M ALFREDS (1936), Ltd.—Allard registered March, 1953, saloon, heater, radio, etc., above average.—6-7, Warren St., W.1. Euston 3268.

1951 Allard sports saloon, radio, guaranteed; £435, payments.—Oldfield, 366, Kensington High St., W.14. Wes. 6631. [C3029

ADLARDS MOTORS, Ltd., main Allard distributors, of 43/45 Acre Lane, Brixton, London, S.W.2, Brixton 6431, always have a good selection of used 1953-54 Allards for inspection and sale. [0664/R

1951 Allard saloon, recent new engine, excellent tyres, radio, heater, spotlight, black, blue leather; £475.—Johnson & Brown, 268/270, High St., Bromley, Ravensbourne 6641-2 & 6479. [C2075

SALES & WANTS

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MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
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ALLARD

1948 Allard 4-seater drop head coupe, one owner since 1949, black, grey leather, excellent tyres, in faultless condition; magnificent value for £375.—Hillwood Motors, Mill Hill (London) 4232. [6934

245 gns.—Allard, late 1948, foursome drop head coupe, ivory, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 model Allard sports sln., black/brown hide interior, heater, taxed year, appearance and performance of a new car, low mileage, very fast; £475; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Sloane 5424.

GOOD Allard required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ALVIS

GATEHOUSE offer:—

1950 Alvis 14/75, green, one owner, absolutely first-class condition, heater; £650.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4448. [C2021

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1951 Alvis 3-litre saloon, perfect example; £775.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C5080

GORDON CARS for good cars:—

1950 model Alvis 14hp saloon, black, one owner; £650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

H. BEART & Co., Ltd., offer:—

1935 Alvis Speed 20 saloon, reasonably priced car for the enthusiast.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

BROOKLANDS, Alvis London distributors.

1955 models, available, demonstration.

1954 Alvis 21/100 saloon, radio, 11,500 miles.

1952 Alvis 3-lit. D.H. coupe, twin carbs, etc.

GUARANTEE. Cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

1955 series (reg. Oct. '54) T.C.21/100 saloon, all extras, 6,250 miles, as new.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6728

1948 Alvis 14 drop head coupe, grey with grey interior, fitted heater; £575.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082

1952 Alvis 3-litre saloon, black/fawn, one owner, as supplied and serviced by ourselves; £945.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

£95—1934 Alvis Firefly 4 door sports saloon, excellent runner, nice condition; £45 down.

1939 Alvis Speed 25 4-door drop head saloon, faultless mechanically; £295 or £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1084

1935 Alvis Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2567. [C3001

ALVIS 17hp drop head coupe 1938, new hood, brakes, etc., engine excellent, looks good; £380.—Welbeck 1081. [6968

1939 Alvis 12/70 sports saloon; £295; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [7271

£80—Alvis 1950 Silver Eagle 2-seater, very satisfying performance.—McDougall, Hotel Rubens, London. Victoria 6460. [6887

M

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

1948 Alvis 2-tone, fitted radio; £495.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

£535.—1948 Alvis 14hp sports 4-door de luxe saloon, total mileage 33,263, literally as new (evenings).—Guildford 4882. [5721

£525.—1948 Alvis 14 saloon, carefully maintained, exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

ALVIS 12/70 1940 Mulliner body, respraved, bored, new wings, running boards, carburettor, brakes renovated and relined, specimen car; £550.—Box 4998. [6977

1949 Alvis 14hp special Duncan body saloon, black, red hide upholstery, excellent condition; £625.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 1175. [7052

ALVIS 4.3-litre Charlesworth sports saloon, enthusiast's car, shattering performance; would consider exchange for Austin van or similar vehicle.—Box 5032. [7065

1937 Alvis Crested Eagle, genuine 43,000 since new, whole car immaculate, enthusiasts car; £295, terms, exchanges.—Cyril Sheppard of Reading, Sonning 2345. [7070

495gns.—Alvis 14, October, 1948, Tickford d.h. coups, black, red leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1939 Alvis Speed 25 Charlesworth sports saloon, personal property of former service manager of London depot of Alvis, Ltd., this car has been maintained regardless of cost, is fitted with radio, heater, stoneguards, spot lamps, special shock absorbers and a host of modifications, history available, guaranteed; £525.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

£795!!!—3-litre Alvis sports saloon, 1952 model series T.A.21, single carburettor, the whole car in immaculate and completely original condition throughout, beautifully finished in black with fawn leather interior, many extras fitted including high capacity heater with windscreen washers, windscreen demisting, Lucas flame thrower and fog lamps, overriders, Windtones, etc., magnificent mechanical order throughout and exceptional value for money.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

GATEHOUSE MOTORS require 12/70 coupes and saloons, also 14/57.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444.

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. [30591/R

CHARLES FOLLETT, Ltd., Alvis Specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [84055

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (40300), and 176, Deansgate, Manchester (Deansgate 4507). [0758/R

AMERICAN CARS

SIMPSON'S offer:—

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

1955 new Oldsmobile Starfire 98 coupe, every possible extra, 1-2 weeks' delivery.

1955 new Oldsmobile 88 coupe, with extras, immediate delivery.

1954 Chevrolet Bel Air 2-door, heater, directional signals, all extras.

1954 De Soto V8, Powerflite transmission, power brakes and steering, all extras.

1953 Chevrolet r.h.d., radio and heater, all extras, one owner (available in 7-10 days).

1953 Hudson Super Jet 4-door saloon, heater, all extras.

1951 Ford Custom de luxe 2-door, many other extras.

1951 Packard, radio, heater, window washers, all extras.

1948 Oldsmobile 6-cyl, radio and heater, very clean.

1947 Lincoln Continental, radio and heater electric windows and seats, all other extras.

AMERICAN, Continental and English cars taken in part exchange.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 6091/5903. [C4016

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

AMERICAN CARS

METCALFE & MUNDY, Ltd.

1951 Oldsmobile Rocket 88 saloon.

1950 Packard convertible.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

HARRY DAVIS CAR SALES offer:—

£875.—1951 Nash (Rambler) convertible, completely styled to director's choice, new hood, new White Walls, re-styled interior, must be seen to be appreciated, smaller than average American car, very economical; only £215 down.

HARRY DAVIS CAR SALES offer:—

£735.—1949 Buick Super Jet sportsman's saloon, immac. condition, fantastic performance, every conceivable extra; only £175 down.

HARRY DAVIS CAR SALES offer:—

£245 (reg.) 1945 Ford V8 convertible, power hood, 2-tone finish, radio, etc.; only £80 down; generous part exchange allowances on above cars.—359, High Rd., Willesden, N.W.10. Willesden 7172. [6912

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1954 model Lincoln Capri convertible coupe, actual show model, 5,000 miles only, ivory, leather interior, dual range hydramatic transmission, power-operated steering, power brakes, electric hood, windows and seats, spare wheel unused.

1954 (registered) American Ford Customs Meteor saloon, l.h.d., finished dark green, radio and heater, loose seat covers, one owner from new, genuine mileage, extremely good condition throughout; £675.

1953 r.h.d. Nash Statesman 4-door Customs saloon, Farina body, black and red, Whitewall tyres, leather interior, radio, heater and overdrive, low mileage, as new.

1953 (March) Pontiac Chieftain 4-door saloon, grey broadcloth interior, in exceptional condition and completely unmarked with radio and heater, twin spot lamps, loose seat covers and loose trim pad covers.

1953 r.h.d. Chrysler Windsor 4-door saloon, black, radio, heater, power steering, semi-automatic transmission, loose covers, etc.; positively unmarked.

1952 model Cadillac Series 62 sedan, Hydramatic drive, radio, heater, screenwashers, colour ivory with ocelet seats, power aerial, etc.

1951 Nash Ambassador l.h.d. 4-door saloon, finished in maroon and grey, radio, heater, overdrive, all normal extras; fitted with the ohv engine and 2 6-volt batteries, good condition; £515.

1950 Chevrolet Styleline torpedo-bodied saloon, r.h.d., finished in metallic blue and chrome with fawn broadcloth interior, fitted radio, heater, white side wall tyres, swivel spot lamp and many other extras; a most magnificent vehicle.

TERMS and exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3595-6. [C4088

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars, in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3905. 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [W4028

RHD American car 1947-50; must be really good condition throughout; state mpg.—Elms, Moorfield Rd., Peterborough. [7167

TAYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Taylor & Crawley 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4056

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

A

A

ARNES, of Albemarle St., offer: 1953 Sapphire, pre-selective gear box, black, with brown hide, radio; £1,150.

1953 Sapphire, 2-tone grey, red upholstery, pre-selective gear box, radio, moderate mileage, one owner, absolutely immaculate condition; all 1955 Mk. II modifications are incorporated in this vehicle; £1,325.

1953 Sapphire, preselective gear box, black with brown hide, radio; £1,095.

1953 Sapphire, synchromesh gear box, 2-tone grey, beige upholstery, twin carburettors, Whitewall tyres, radio, heater, 6,000 miles, one owner, absolutely immaculate condition; £1,325.

1951 Whitley saloon, black, maroon upholstery, moderate mileage, excellent condition throughout; £595.—Showrooms, 28, Albemarle St., W.1. Hyde Park 9323. Spares and Service: Steels Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

CAR MART, Ltd.

1953 Armstrong Siddeley Whitley saloon, heater, preselector, black with brown upholstery; £750.

CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [C1039

B. P. LITTLEFORD, Ltd.

1953 Armstrong Siddeley Sapphire, black, H.M.V. radio, synchromesh gear box, one owner, specimen; £1,150; terms and exchanges.—52, Darlington St., Wolverhampton. Tel. 25232. [6950

ARMSTRONG SIDDELEY

W

M

WELBECK MOTORS for new and used Armstrong Siddeleys:—

THE complete range of new Sapphires in stock for immediate delivery:—

FAR, far the largest selection of used Armstrongs:—

1955 (April) Armstrong Siddeley Sapphire Mark II, automatic gear box, dark green with green leather, mileage 1,000, so obviously identical to brand new; £1,835 (nearly £200 under original cost).

1954 (reg. November, 1953) Armstrong Siddeley Sapphire 4-light saloon, preselectric, grey, red leather, very good history, twin carbs., H.M.V.; £1,100.

1954 Armstrong Siddeley Sapphire, synchromesh, black and fawn, mileage only 9,000, twin carbs., twin speaker H.M.V.; £1,325.

1954 (reg. December, 1953) Armstrong Siddeley Sapphire, synchromesh, black, blue leather, mileage 10,000 approx., as new; £1,250.

1953 Armstrong Siddeley Sapphire, duo grey with red leather, pre-selectric (new unit just fitted), mileage 20,000 approx.; £1,135.

1952 Armstrong Siddeley Whitley 6-light saloon, synchromesh, black with brown leather, bucket seats, guaranteed mileage 19,000, virtually as new; £775.

1953 Armstrong Siddeley Whitley 4-light saloon, preselector, duo-grey with red leather, mileage slightly higher than the previous car; £750.

1949 (November, 1948) Armstrong Siddeley Typhoon, black with brown leather, low mileage, preselector; the best earlier Typhoon we have offered for a very long time; £485.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1954 Armstrong Siddeley Sapphire saloon, electric pre-selector, heater, in really excellent condition; £1,345; one week's free trial guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1949 Armstrong Typhoon, a genuine example, one previous owner only, taxed December, heater fitted, smart and reliable, pre-selector gear box; 379gns or £79/10 deposit, balance 24 months.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. W. MOTORS, Ltd., offer:—

1955 Armstrong Siddeley Sapphire, duo grey/red uphol., automatic gear box, 5,000 miles (our demonstration car); £1,750.

1954 Armstrong Siddeley Sapphire, Preselectric gear box, grey/green uphol., radio, Ace Rimbellishers, etc., low mileage; £1,355.—Bridge Motor Works, Walton-on-Thames. 2404-5-6. [C2042

GUY SALMON AUTOMOBILES.

THE Armstrong Siddeley specialists, for sale, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following used examples:—

1955 Armstrong Siddeley Sapphire, silver grey/red leather, Radiomobile and Lifeguard tubes, synchromesh, 7,000 miles only from new, originally supplied by us, one owner; £1,495.

1951 Armstrong Siddeley Hurricane, an immaculate car, scrupulously maintained, with full record of recent service history; £595.

1950 (model) Armstrong Siddeley Lancaster 18hp saloon, immaculate; £950.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1947 Armstrong Typhoon, heater, radio; £395.

1947 Armstrong Typhoon, heater, radio; £450.—Norman Autos, 344-354, London Rd., West Croydon, Thornton Heath 4657. [C4089

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 (Dec.) Armstrong Sapphire, black, red leather, synchromesh gear box, 9,000 miles, carefully maintained, 3 mths. guarantee; £1,375; h.p. facilities.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3. Offer:—

1950 Armstrong Siddeley Hurricane drop head coupe, finished black, brown leather, excellent condition throughout; £495; maximum H.P. terms available.

1948 Armstrong Siddeley Typhoon, finished black, excellent condition throughout; £395; maximum H.P. terms available. [C1001

1948 Armstrong Siddeley Typhoon, finished in blue, extremely smart car.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

1948 model Armstrong Siddeley Lancaster saloon, very good condition throughout; £385

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/2

1953 Armstrong Siddeley Sapphire, grey/blue, radio, one owner, 18,000 miles; £1,150.

DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

CAMDEN MOTORS offer the following high-class Armstrong Siddeley models from their stock of 500 cars.

ARMSTRONG SIDDELEY 18hp Lancaster 4-door saloon, 1949, in grey with red leather, very good condition both bodily and mechanically, excellent tyres; £465.

ARMSTRONG SIDDELEY 18hp Whitley saloon, 1951, driven and maintained by private chauffeur and in truly immaculate order throughout, preselector gears, radio and heater, genuine small mileage car; £575.

ARMSTRONG SIDDELEY 18hp Typhoon sports saloon, 1949, another one owner car in specimen condition, serviced and maintained by the makers themselves during its entire life; £495.

ARMSTRONG SIDDELEY Hurricane coupe, 1953, practically faultless both in appearance and mechanical condition, superbly maintained by late owner, nominal mileage only; £745.

ARMSTRONG SIDDELEY Hurricane coupes, choice of two 1948 16hp models, one preselector, one with manual synchromesh gear box, both in excellent order throughout; priced from £395.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1954 (April) Sapphire, pre-selectric, black/beige, 9,000 miles, as new; £1,265.—Dobsons, Ltd., Staines 801. [C1074

£495 !!!—1949 Armstrong Siddeley Lancaster 16hp saloon, original private owner maintained, unrepeatable.

£495 !!!—1949 50 Armstrong Siddeley Typhoon coupe 16hp, particularly attractive condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1952 (January) Armstrong Siddeley Whitley four-light saloon, blue with blue leather, carefully maintained by one owner since new; £650.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3025

1947 Armstrong 16hp saloon, black, brown leather and in immaculate condition throughout; bargain, £399.

DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923/4124. [C1075

G & M ALFREDS (1936), Ltd.—1952 Armstrong Whitley saloon, small mileage, much above average; £645.—6-7, Warren St., W.1. Euston 3268. [C1005

1948 Lancaster saloon, exceptionally well maintained, open any inspection; bargain figure, £395!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1951 Armstrong Siddeley Hurricane, magnificent original condition, one owner; £510.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1952 Armstrong Whitley, 25,000 miles, radio and heater, manual gear box, excellent condition, taxed year; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2024

1954 Armstrong Sapphire saloon, 4,000 miles, one owner, radio, heater, Whitewall tyres, as brand new; £1,375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 6104. [C4053

1955 Armstrong Sapphire de luxe saloon, finished in black, fitted automatic gear box, only 900 miles; this car can only be described as new; £1,800.—Andover Motor Co., Hants. Andover 3405. [7130

1955 Armstrong Siddeley Sapphire saloon, black with brown hide; first regd. June, fully automatic gear box, under 1,000 miles.—Hamtune Motors, Ltd., 59, Sheep St., Northampton. Tel. 2616. [7122

1952 (July) Armstrong Whitley saloon, black, pre-selector, heater, radio, genuine mileage 5,000, one owner, chauffeur kept; £700.—Paul, Trafalgar 5600. [7123

1950 Armstrong Hurricane drophead, one owner, radio, heater, a really well cared for car; £595; written guarantee; terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4; any time. [C4065

LIMOUSINE, 18hp, 1951, forward occasionals, reasonable mileage, carefully maintained, excellent chassis, economical; £845.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1103

1948 Armstrong Siddeley Typhoon, in beautiful condition, with radio, heater, windscreen washers, taxed December, engine now being completely overhauled; £585.—Crawford, Dental Surgeon, Tel. Pontypridd 2456. [6902

1951 Armstrong Siddeley Whitley, in grey, green leather upholstery, one careful owner, built-in radio and heater, superb condition, luxury motoring for only £565.—Hillwood Motors, Mill Hill (London) 4232. [6935

1955 Armstrong Siddeley Sapphire saloon, twin carbs., electric box, etc., 2,900 miles, attractive price, 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1950 Armstrong Siddeley Lancaster saloon, beige, hide interior, heater, etc., magnificent and immaculate condition throughout; £495.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2081. [7262

WILSONS, "The Enthusiastic Owner-Agents," have W. 3 carefully used 1954 Sapphires for sale; from £1,325; demonstrations any day including Sunday; h.p. up to maximum period.—34, Acre Lane, S.W.2. Brixton 4011, and 1-5, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R

XXX 1955 (August) Armstrong Siddeley Whitley 4-door saloon, blue with blue leather, heater, immaculate, low mileage, one owner car, exceptional proposition at £765; written guarantee, terms, exchanges.—R. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012 [C2005

ARMSTRONG SIDDELEY

ARMSTRONG SIDDELEY Whitley 4-light sports saloon, June, 1951; finished latest Sapphire duo-green colour scheme with green hide upholstery, in superb condition, without mark or blemish, chauffeur maintained, low mileage, many extras, including latest H.M.V. push-button radio, heater, demisters, twin Lucas flatbeam spot lamps, Ace chrome Rimbefishers, link overmats, etc.; cost over £1,700; taxed year; £600; o.n.o.; terms arranged privately.—Tel. Birmingham South 3018. [6966

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4085/R

ALMOST new Armstrong required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

FULL repair and overhaul service for Armstrong cars.—Harman, 24, Astwood Mews, S.W.7. Frenchie 7471. [0797/R

WILSONS, "The Enthusiastic Owner-Agents," are pleased to offer "Service that Excels."—34, Acre Lane, S.W.2. Brixton 4011, or 1-5, Dorking Rd., Epsom, Surrey. Epsom 3901. [84085/R

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9. (Colindale 5431.) [0670/R

ASTON MARTIN

L. F. WARD, Ltd.

1952 Aston Martin DB2 saloon with Vantage engine, Alfin brake drums, Michelin X tyres, perfect car.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

ROSE & YOUNG, Ltd., offer:—

1954 series Aston Martin, DB2-4 saloon, fitted H.M.V. radio, exceptional condition, black; £1,775.

1953 Aston Martin DB3 sports racing 2-seater, has just been completely overhauled at the factory, one owner, ideal for fast road car or competition; £1,195.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

CHARLES FOLLETT, Ltd., offer:—

1955 Aston Martin DB2-4 saloon, metallic blue, speedo reading 3,900 miles, radio, really superb condition; £2,475.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BROOKLANDS: Aston Martin distributors.

1955 DB2-4 sal. and cpe. available demons.

1954 Series Aston Martin 2.6-litre DB2-4 saloon, radio, green, immaculate.

1953 Aston Martin DB2 drop head coupe, Vantage engine.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Aston Martin DB2-4, red with beige upholstery, radio, etc., 8,000 miles; £2,175.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherines, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907-8-9. [C1057

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 Aston Martin 3-litre DB2-4, light metallic blue, a genuine low-mileage car in outstanding condition, complete with radio, heater and Michelin X tyres.—London office: 282, Kensington High St., W.14. Wes. 6207. [6247

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2-3. Offer:—

1952 Aston Martin DB2 saloon, finished metallic grey, radio, heater, Michelin tyres, Vantage engine, excellent condition throughout; £1,535; maximum H.P. terms available. [C1001

GENUINE Ulster, excellent throughout; offers.—Details, Guest, East Lyng, Taunton. Burrowbridge 275. [6820

1954 Series DB2-4 saloon, 21,000 miles, one owner, radio; £1,950.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

1954 (Sept.) Aston Martin 3-litre DB2-4, blue with blue upholstery, 3,100 miles, as new, a beautiful car; £2,195.—Creed, Link End, Malvern. Tel. 1150. [7176

ASTON MARTIN

1953 (May) DB2, 19,000 miles, Vantage engine, Alfin drums, twin exhausts, radio, specimen car; £1,595.—Tolworth Motors, Kingston By-Pass, Tolworth, Surbiton, Surrey. Elmbridge 2254.

1955 Aston Martin 3-litre DB2-4, one owner, 9,000 miles, radio, really beautiful condition; £2,395.—Taylor & Crawley, Hyde Park Corner, 55 Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036

295 gns.—Aston Martin 1938 15/98 short chassis d.h. coupe, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1932 Aston Martin 2-litre 2-4-seater, engine reconditioned by Burton Woods, modified block, enlarged radiator, coil ignition, new hood, tonneau, etc., one of the best examples available; £425.—Tel. Maida Vale 9946. [7035

1954 late one owner Aston Martin DB2-4, 15,000 miles only, spare unused, radio, Tygan covers; this car is well above average in condition throughout; £1,635, part exchange welcome.—Compton & Ecclestone, Ltd., 300, Broadway, Bexleyheath. Tel. Bexleyheath 4261 or 2051. [7060

J. H. BARTLETT.—Aston Martin 1942 DB2 saloon, 1953 features, works history, specially finished in dark green with red leather upholstery, £1,295; Aston Martin 1938 2-litre drop head 2-seater coupe, outside exhausts, special head lamps, 6in rev. counter and speedometer, telescopic shock absorbers, twin horns, spot light, etc., finished in black and grey with grey leather upholstery, £385.—27, Pembridge Villas, W.11. Bay. 0525. [C1013

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BARTLETT will pay more for good Aston Martins.—27, Pembridge Villas, W.11. Bay. 0525. [W1013

DB2 wanted in exchange for new Rover 90.—Elliotts, Kingsley Rd., Bideford. Tel. 764. [6870

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0798/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities! [0799/R

AUSTIN SEVEN

1939 Austin Big 7 4-door saloon, black, good engine, clean interior, new battery; £145.—Fitt, Malden 7300.

145 gns.—Austin Big 7 1938 4-door saloon sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Austin 7 1935 Ruby saloon, unworn spare, excellent condition; terms, exchanges.—Rowland Smith, below.

69 gns.—Austin 7 1934 de luxe saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

39 gns.—Austin 7 1932 saloon, black, brown leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Austin Big 7 4-door saloon, sun roof, very nice condition throughout; £149.—L.G. Motors, 177, Archway Rd., Highgate. Mountview 8467. [7265

ENTHUSIAST'S Ulster, absolute specimen in immaculate condition, fitted unsupercharged 750cc engine, detachable all-weather equipment, recently rebuilt, technical reports and receipts available; £285.—Davis Motors, Bath Rd., Cheltenham. Tel. 6856. [7057

AUSTIN A30

WHAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Austin A30 2-door saloon, grey with blue upholstery, heater, mileage 7,000, immaculate condition; £495.

WHAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CHIPSTEAD MOTORS, Ltd., offer:—

£465—Austin A30, 1954 model, unscratched, in beige, heater, tyres unmarked.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1955 A30 Countryman, 200 miles; £625.

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, Kent. Tel. 2726. [C1108

AUSTIN 1954 A30 saloon, mileage 2,000; £475.—Box 5060. [7251

1954 (June) A30, 4-door, colour green, heater, mileage 11,000; £460.—Kingston 8655. [7203

A30 Countryman 1955, grey, works mileage, taxed; £579.—Pal. 5640. [6968

1954 A30, black, 9,000 miles, as new; £475.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4015

1955 Austin A30, blue, 4-door, under 1,000 miles, as new; £475.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4035

1955 (July) Austin A30 4-door, works mileage; offers or part exchange larger car.—Smith, Astwoods, Staverton, Nr. Cheltenham, Glos. Tel. Churchdown 2137. [7258

1953 Austin A30 4-door sln., grey/blue hide interior, heater, taxed year, appearance of a new car, low mileage, £475; consider part exchange.—14, Bulkington Ave., Worthing 1639. [C4027

1955 Austin A30 4-door saloon, finished in green, fitted heater and radio, 5,000 miles; car only be described as new; £490.—Andover Motor Co., Hants. Andover 3405. [7126

PRIDE & CLARKE, Ltd.—1954 Austin A30 saloon, black/beige, low mileage, £469; 1953, grey/beige, black/red, low mileage, heater, choice 2 from £459; terms 15% deposit, balance over 2 years; exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3066

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A30 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1946 tourer, blk., perfect mech. cond., over 40 mpg; first. £150.—Park 7747. Box 5070. [7299

1947 Austin 8 saloon, sound throughout; £515, written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1946 Austin 8 4-door saloon, blue, blue leather, excellent condition throughout; £515.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1947 Austin 8 sln., very clean and sound; £340.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1946 Austin 8 saloon, £295.—Montroe Motors (N. H. Boswell), 91-95 Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1947 Austin 8, spotless cellulose and interior, now been fitted reconditioned engine; £515.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129.

£239.—1940 Austin 8 4-door de luxe, immaculate car.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

ELM AUTOSALES (MORDEN) offer:—

1947 (Sept.) Austin 10 saloon, blue, leather interior as new, one owner, 25,000 miles only, engine just reconditioned completely original; £585.—28-30, Abbotsbury Rd., Morden. Cherrywood 1615. [C2087

1947 Austin 10 4-dr. saloon, black, good condition, licences; £535.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1947 (May) Austin 10 de luxe saloon, good condition throughout, taxed year; £535.—110, Battersea Rise, S.W.11. Battersea 0549. [C1096

£65.—1934 Austin 10 4-door de luxe saloon, excellent runner; bargain, £50 down.—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024

1936 Austin 10 Sherborne saloon, rebored engine, sound mechanically, good appearance; £135 or £50, balance over 12 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

AUSTIN A40

NEWNHAMS, Ltd.

1953 Austin A40 sal., htr., sun roof, one owner, excellent condition; £565.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, The Hire-Purchase specialists.

1954 Austin A40 Somerset saloon, beige coachwork with red leather upholstery, radio and heater, 15,000 miles, one careful owner only; 599gns or £125/19 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, heater, black with brown upholstery; £645.

1952-53 Austin A40 Somerset saloon, sliding head, heater, black with beige upholstery; £565.

1951 Austin A40 sports convertible, heater, cream with red upholstery; £515.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 Somerset saloon, fawn, beige upholstery, fitted with heater; £595.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin A40 Somerset, grey, sliding roof, heater, taxed, one owner; £615.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUSTIN A40

1953 Austin A40 Somerset; £585.—Below.

1952 Austin A40 Somerset; £545.—Below.

1951 Austin A40 Devon; £495.—Below.
ALL above are one-owner, low mileage cars and each is fitted with heater; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1952 A40 sports coupe, absolutely as new; £555.
SCOTTS CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6676. [C4016

SLOCOMBES, Ltd., for cars with unique guarantee:—

1953 Austin A40 Somerset convertible coupe, light blue, blue interior, loose covers, a very pretty car with pleasing performance; £585; part exchanges cars or motor cycles.
SLOCOMBES, Ltd., Car Division, Willesden 4969. [C4017

A40 sports 1952, blue, radio, heater; £555 o.n.o.—Maidenhead 1024. [6840

1953 (Nov.) Austin A40 Somerset saloon, beige, very good condition; £595.
ALSO 1952 Austin A40 G83 Devon saloon, black, heater, steering column change; £495.
ALSO 1950 Austin A40 Countryman, green, new engine, brakes relined, perfect; £445.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

£555!!!—1952-3 Austin Somerset saloon, leather, extras, faultlessly maintained. Below.

£485!!!—1951 series Austin Devon saloon, attractive condition, excellent tyres.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1954 Austin A40 Somerset, fawn, heater, 14,000, one owner; £620.—Below.

1952 Austin A40 Somerset saloon, blue, heater, one owner; £525.—Below.

1950 Austin A40 Devon saloon, green, heater, one owner; £420.—Vandervells, 215 Haverstock Hill, N.W.3. Primrose 4441. [C4067

1951 Austin A40 Countryman, new engine; £495.—A. Owen (Hendon), Ltd. Col. 3185. [7141

1954 Austin A40, Somerset, heater, one owner; £625.—A. Owen (Hendon), Ltd. Col. 3185. [7136

1953 A40 Somerset, 11,000 miles, grey, fitted heater; £575.—Haskins, Dadbroke 1155. [C3027

1954 A40 Somerset de luxe, 8,000 miles only; £645.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/1

1954 model Somerset, sunshine roof, leather, heater, screen washer, foglamp, perfect condition, low mileage; £635.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

SOMERSET coupe, 1954, grey, htr., perfect condition; could arrange h.p.; bargain at £600.—City 1970 or Maidenhead 3905. [7113

A40 sports, June, 1951, 4-seater, immaculate, ivory, extras, performance with economy, one owner; nearest £515.—Box 5059. [7252

1952 model G83 saloon, fitted heater, excellent condition; £495.—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 A40 saloon, perfect condition, one owner; £625.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

1953 Austin A40 Somerset saloons, choice of three from £475.—A. Owen (Hendon), Ltd. Col. 3185. [7151

A40 saloon (Jan.) 1954 sunshine roof-covers, just overhauled, taxed Dec. 31st; £595.—Rugg, 84, Cranbrook Rd., Ilford. Val. 1414. [6992

1954 A40 Somerset convertible, 12,000 miles; £630.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

1954 Austin A40 Somerset saloon, black/brown leather, heater, one owner, genuine 12,000 miles; £645.
DUNHAM & HAINES, 46, Castle St., Luton 2100-1. [C1079

OCTOBER, 1953, Austin A40, excellent condition; £585.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1075

1953 model Austin A40 drop head, beige, red leather upholstery, radio, heater, tonneau cover, a very attractive car; £595.—Below.

1949 Austin A40 saloon, grey, beige leather, heater, sun roof, immaculate; £445.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

£525.—Austin A40 Somerset saloon, 1952, de luxe model, includes leather upholstery and heater, splendid body condition.

£575.—Austin A40 Somerset saloon, 1953, dual colour body, de luxe model, radio and heater, leather upholstery.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C3008

1953 model A40 Countryman, really nice order; £560.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1953 Austin A40 Countryman, one owner, immaculate; £545.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1953 Austin A40 Somerset saloon; £595.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

1954 Austin A40 Somerset de luxe, heater, sunroof, 9,500 mileage, excellent condition, one owner; £630.—Hodgkinson. Tel. Hastings 6336. [7223

1954 Austin A40 Somerset saloon, 11,000 miles only, immaculate condition; £635.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1954 (June) A40 Somerset coupe, 13,000 miles, green, one owner, leather, heater, seat covers, unblemished; £650.—Campbell Symonds, Wembley 6262. [C1057

AUSTIN A40

1951 (August) Austin A40, G83 steering column gear change, black/brown leather, radio, heater, screen washers, taxed year, all very good tyres; £505.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70: evenings and week-ends, Littlewick Green 3076. [C1107

1952 A40 sports, one owner, heater, new hood, first-class condition and performance; £525, written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

1955 Austin Cambridge saloon, grey, grey leather, heater, one owner, 3,000 miles, as new; £775; written guarantee; terms; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4; any time. [C4065

1952 Austin A40 Somerset saloon, finished in beige, fitted heater, seat covers and mats, taxed; £560.—Andover Motor Co., Hants. Andover 3405. [7125

1954 A40 convertible, heater, 10,000 miles, loose covers, spotlamp, immaculate condition; £525.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 Somerset de luxe sun saloon, leather, heater, etc., magnificent condition throughout; £590.—Sharwood Motors Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [7047

1949 Austin A40 saloon, mist green, sun roof, heater, exceptionally good condition; £435; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127 [C3026

1953 Austin A40 Somerset, grey/beige, leather, heater; £595; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1951 (Sept.) Austin A40 Devon G83 model, with steering column gear change, green with brown interior, well maintained by one owner; £525.—Hillwood Motors, Mill Hill (London) 4232. [6936

1951 Austin A40 saloon, grey, de luxe equipment, radio, one owner, 31,000 miles, taxed year, guaranteed mechanically sound and bodywork good; £525.—Miller, Otley House, Woodstock. Tel. 384. [7224

1954 Austin A40 Somerset, black, red leather, Regency loose covers, one owner, 11,000 miles, chauffeur driven and maintained, taxed; £645.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham, S.W.6. Renown 1183, Extension 50. [7073

1953 (June) A40 Somerset saloon, grey, with grey leather upholstery, heater, new battery, 26,000 miles, excellent condition, no dealers, owner going abroad; £565.—Strutt, 11, Airlie Gardens, W.8. Park 7231. [7183

£565.—1953 series Austin A40 Somerset saloon, one private owner, beautifully kept, exchanges, terms, new models from stock.—Whitbys of Acton, Ltd., 273 The Vale, Acton, W.3. She. 5355 (near Napiers). [6933

PRIDE & CLARKE, Ltd.—1954 Austin A40 Somerset de luxe saloon, blue-grey/red, 3,000 miles, heater, £649; 1954 convertible, blue/blue, 12,000 miles, heater, £649; terms, 15% deposit, balance over 2 years, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A40 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Austin A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new A40 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

A40 buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

AUSTIN A50

L. F. WARD, Ltd.

1955 Austin A50, 4,000 miles only, radio and heater.
L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4048

1955 Austin A50, 4,000 miles only, tweed grey, all extras; £755.—Steele Griffiths, London, S.E.5. Rodney 4201-6. [6955

Austin A50 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

AUSTIN TWELVE

165gns.—Austin 12 1937 model de luxe saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4014

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

1946 Austin 16, in very good condition; £315.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1948 Austin 16 saloon, black, brown upholstery, fitted heater; £360.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2033

A & S Guaranteed 16hp Hire Limousines. Choice of several 1950/53 from £635/£835.
ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

£365—Austin 16 4-door saloon 1949, one owner, excellent original condition throughout, many other cars.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, H.P. [C1017

HEARSES. Hearses, Hearses. We can supply bearer or deck hearses on the 16 h.p. chassis. Brochures available.
ALPE AND SAUNDERS (COACHBUILDERS) Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1948 Austin 16, black, heater, excellent condition, carefully maintained; £375.—Tel. Shaw, Tidworth 2245. [7157

JACK ROSE, Ltd., offer 1948-49 Austin 16 saloon, radio, heater, clean inside and out; £385.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

HIRECAR Limousine, 1952 (October, 1951), private owner, 28,000, heater, specimen carriage; £765.—11, Kendrick Place, South Kensington 6916. [C1103

1949 Austin 16 saloon, excellent chassis; unrepeatable offer, £325!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1947 Austin 16 saloon, splendid condition; £345.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1948 Austin 16, excellent condition throughout, suede green; £350.—Ace of Spades Garage, Great West Rd., Hounslow 5476. [C2050

1946 (September) Austin 16, positively immaculate; £335.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1948 (September), radio, heater, a beautiful car, sliding roof, £415; another 1948, one owner, £395; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [7044

ACRES offer 1948 (September) Austin 16hp saloon, black and brown leather, many extras, including heater, radio, etc., beautifully kept and maintained and practically unmarked throughout; £365 secures.
ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

Austin Sixteen Cars Wanted

A & S Limousines, 16hp Hirecars required urgently, highest prices, immediate payment.
ALPE and SAUNDERS Ltd. Providence Court, North Audley Street, London, Mayfair 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR limousine, 1951-2-53, urgently required; details, please.—"Woodbury," Sheen Common Drive, Richmond. [W1103

AUSTIN A70

CAR MART, Ltd.
LONDON distributors.

1954 Austin A70 Hereford saloon, radio, heater, beige with brown upholstery; £715.
CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

GLANFIELD LAWRENCE offer:—

1953 Austin A70 Hereford saloon, black with brown leather, sunshine roof, radio, heater, windscreen washer, exceptional throughout; £665.

1950 Austin A70 saloon, radio, heater, excellent value; £425.—407, High Rd., N.12. Finchley 0091. [C2053

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1950 Austin A70, grey, heater, taxed to December; £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [3236

1953 model Austin Hereford, black, radio and heater, perfect; £545.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1953 Austin A70 Hereford saloon, radio, heater; £565.—A. Owen (Hendon), Ltd. Col. 5185. [7137

1953 Austin Hereford, black, sunroof, heater, 23,000 miles, wing mirrors, one owner; £575.—Pinner 2439. [7215

1953 Austin A70, black, sunroof, radio and heater, one owner; £595.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1949 Austin A70, radio and heater, a specimen car; £415.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066

1952 Austin A70 saloon, fitted with heater, one owner; £510.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3353. [C1083

1951 (October) Austin A70 Hereford, fawn, one owner, 35,000 miles; £450.—Southwood, Holtwood Rd., Oxshott. Tel. Oxshott 2623. [7206

£585—Austin A70 saloon, fitted heater, black, 1953 model.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

AUSTIN A70

CASS'S MOTOR MART.—Austin A70 saloon, beige, R. & H., 24,000 miles, one owner; £510, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 Austin A70 Hereford saloon, grey, heater, low mileage, one owner, excellent condition, private; £525.—Orpington 20443. [6890

1954 (May), black with red, heater, 6,000 miles, immaculate; £650.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [C4056

1953 (July) Austin Hereford saloon de luxe, heater, 15,000 miles one owner; £595.—Brew Brothers, Ltd., 133 Old Brompton Rd., S.W.7. Fremantle 3353. [C1083/1

1952 Austin A70 Countryman, beige, red leather, radio, heater, one owner, excellent condition throughout, guaranteed; £550.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1954 Austin A70 Hereford saloon, finished in black, fitted radio and heater, 17,000 miles, covered by B.M.C. warranty; £670.—Andover Motor Co., Hants. Andover 3405. [7124

1953 Austin Hereford saloon, low mileage one owner, black, brown leather, heater, immaculate appearance, excellent performance; £625; written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4; any time. [C4065

1952 Austin A70 coupe, sound mechanically and bodywork, extras include radio and heater; price £525.—Apply, Transport Manager, Central Garage, King St., Netherton, Dudley, Worcs. Tel. Dudley 2619. [6460

SOLD in 24 hours

". . . Whilst writing we would like to mention that we advertised a Javelin in The Autocar *a few weeks ago . . . and we were very agreeably surprised at the results. The car was sold to a very satisfied customer in Chester by phone on Saturday morning . . . We had many more enquiries both by phone and letter from all parts of the Country."*

From a letter to *The Autocar* by Messrs. Henry Gadsby, Automobile Engineers of Measham.

You can't sell it faster than through these pages

1954 (Feb.) Austin Hereford saloon, black, red leather, H.M.V. radio, heater, Dunlop Tubeless tyres, Undersealed, licenced December, 7,357 miles only, one owner; £675, three months' guarantee; this car cost nearly £1,000 on the road.
McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

Austin A70 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 Hendon 6500. [0353/R

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

XXX—Excellent cash prices for good Austin A70 cars—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

AUSTIN A90

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The Hire-Purchase specialists.

1951-2 Austin A90 hardtop saloon, in exceptional condition for its age, one owner only, radio and heater, whitewall tyres, extremely fast and reasonably economical to run; 529gns or £111/9 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

AUSTIN A90

CAR MART, Ltd.
LONDON distributors.

1951 Austin A90 Atlantic saloon, heater, metallic blue with grey upholstery; £525.
CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

1951 A90 hard top; £485.—John Gray, 20, Hermitage Lane N.W.2. Speedwell 1242. [C2026

1952 Austin A90 Atlantic hard-top saloon, black with beige leather, heater, excellent condition throughout; £565; deposit £115.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0561/9353. [C3083

1950 Austin A90 drop head; £465.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3066

1952 A90 hard top, excellent condition, one owner; £560.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1951 Austin A90 hard top saloon, black, red leather, several extras including heater, truly magnificent motor; £535.
DOUGLAS CAR SALES, 21, High St., Waltham Cross. Tel. Waltham Cross 4923/4124. [C1075

1955 A90, carefully run-in; will accept nearest offer to list or exchange smaller car and cash.—29, Chaffinch Rd., Beckenham. [6706

1951 A90, electrically controlled drophead coupe, genuine 22,000 miles only in the hands of one most careful owner; £565, terms can be arranged.—48, Forty Ave., Wembley. Arnold 4604. [C3017

AUSTIN A90 1951 (Nov.), Atlantic sports saloon, in metallic grey with grey leather, radio and heater.—J. Davy, Ltd., 180, Kensington High St., London, W.8. Western 9641. [C1069

1950 (Dec.) A90 power operated convertible, one owner, 28,000 miles, regularly serviced, radio and heater, just resprayed silver grey; £475.—Powley, Battersea 1567 (9.30-5.30), Wallington 5340 (after 7). [7228

CENTRAL GARAGE (CROYDON), Ltd., offer: 1952 Austin A90 saloon, finished black, red leather interior, one owner, an excellent chassis, regularly serviced and very smart in appearance; £525.—Fell Rd., Croydon, Surrey. Tel. 7464. [C1098

AUSTIN A90 Atlantic saloon, black with beige interior, extras include whitewall tyres, overdrive, radio, etc., superb condition throughout; £565.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [7293

1950 (August) A90 convertible, £390 o.n.o.; one owner, carefully kept, bargain because I.h.d.; electric hood, etc., heater, seat covers, radio available extra.—Williams, 7, Forest Close, Parkhurst, Isle of Wight. [6961

£545!!!—1951 Austin Atlantic sports coupe, electrically operated hood, all extras, heater and radio built in, excellent condition throughout, bills for maintenance and recent overhaul by Austin distributors, white side-wall tyres, moderate total mileage.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Austin A90 Cars Wanted

CM

CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—37, Davies St., Grosvenor Square, W.1. Mayfair 5011. [0059/R

AUSTIN A90 (6-cyl.)

B. J. HUNTER, Ltd., offer:—

1955 Austin Westminster saloon, 600 miles only, as new; £895.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1955 Austin A90 Westminster de luxe saloon, genuine 2,000 miles; list price.
RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

AUSTIN EIGHTEEN

£245!!!—1939 Austin 18hp long chassis limousine, 7-passenger model in black with division, forward occasionals and smart leather upholstery front and rear, this car is in sound condition both bodily and mechanically and is guaranteed in writing.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

AUSTIN A125 & A135

CAR MART, Ltd.
LONDON distributors.

1950 Austin A135 Princess saloon, sliding head, radio, heater, maroon with beige upholstery; £795.
CAR MART, Ltd., 582, Streatham High Rd., S.W.16. Streatham 0054. [C1039

CAR MART, Ltd.
LONDON distributors.

1953 Austin A125 Sheerline saloon, sliding head, radio, heater, grey with grey upholstery; £795.

1951-52 Austin A125 Sheerline saloon, sliding head, radio, heater, black with tan upholstery; £625.
CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

BOON & PORTER, Ltd.

1949 Sheerline, black, beige upholstery, loose covers, full equipment, 22,000 miles, really exceptional, guaranteed; £550.
CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

B. J. HUNTER, Ltd., offer:—

1951 Austin Princess saloon, most superbly kept car; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Austin Sheerline saloon, black, beige upholstery, radio and heater; £695.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. BEART & Co. Ltd., offer:

1953 Austin Sheerline saloon, finished grey, loose seat covers, radio and heater, tyres almost new and in excellent order throughout; £795.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C1081

CHARLES FOLLETT, Ltd., offer:—

1949 Austin Sheerline saloon, metallic grey, beige, one careful owner, heater, taxed year, 3 mths. guarantee, h.p. facilities.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1949 Austin Sheerline saloon, black/beige leather, this car has covered quite a low mileage and was recently fitted with reconditioned engine in most exceptional condition for its year; £550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (January) Sheerline saloon, black/beige hide, one owner, immaculate, highly recommended; £650.

140—144 Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1950 Austin Sheerline, metallic grey with grey upholstery, fitted radio, heater; £480.—London Office: 282, Kensington High St., W.14. Wes. 0207. [7509

A & S Guaranteed L.W.B. Limousines, Choice of three. £1175 to 1295.

1951 Limousine, wide forward occasionals, leather, from private service.

1951 Limousine, cloth upholstery, one private owner.

1951 Limousine, radio, heater, recorded mileage 18,000.

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

CAMDEN MOTORS offer the following high-class Sheerline saloons from their stock of 500 cars.

AUSTIN Sheerline saloon, April, 1950, black, fawn leather, heater and radio, bills for £100 overhaul to engine and gear box, also agent's checks and service data available giving complete history of maintenance, a very genuine car in first-class order throughout; £565.

AUSTIN Sheerline saloon, Sept., 1950, an immaculate specimen, genuine low-mileage car in faultless order throughout, all extras; £575.

AUSTIN Sheerline saloon 1951 model, May registration and in comparable condition to a 1955 car, vertically almost as brand new throughout; one wealthy, fastidious owner; £645.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035

1951 Sheerline, one owner since new, exceptionally low mileage; £625.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

1950 Austin Sheerline, very good condition mechanically; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1955 Princess L.W.B. limousine, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1952 Austin Princess, black, 14,000 miles; £985.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

SHEERLINE saloon, first licensed November, 1951, excellent condition; £625.—Parker, Mayflower Hotel, Hertford. Tel. Hertford 2654. [7004

£795 !!!—1950-51 Austin Princess saloon, magnificent example quality motor car, fitted heater and radio, attractively priced, originally £2,000.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1950 Austin Sheerline, grey with grey interior, 31,000 miles, excellent condition throughout; £550.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 253. [6633

1950 Austin Sheerline saloon, black, beige hide interior, radio, heater, immaculate condition; £545.—Brent Cross Garage, Hendon Way, London, N.W.4. Spe. 1196. [C1097

1949 Sheerline black 4-door saloon, radio and heater, immaculate; terms and exchanges; £485.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480/0296. [7110

1951 Austin Sheerline, in very nice condition, black, with radio and heater, beige upholstery, any trial or examination.—Arthur Prince's Garages, Ltd., Loughborough 5244. [7012

ACRES offer 1952 model Austin Sheerline, black, fawn leather, heater, radio, seat covers, etc., beautifully kept and maintained, indistinguishable from new; £695.

ACRES AUTOS, Ltd., 136/138, Streatham Hill, London, S.W.2. Tulse Hill 1809. [C1002A

AUSTIN A125 & A135

1950 Austin Sheerline, black, beige interior, fitted radio and heater, one of the best examples offered; £545.—R. B. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

1949 Austin Princess black 4-door saloon, radio and heater, immaculate; terms and exchanges; £650.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gladstone 2480/0296 [7109

15000 miles only.—1953 Austin Princess saloon; £1,295.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1949 Austin Sheerline saloon, black, brown hide, sunshine roof radio, heater, low mileage, chauffeur-maintained, exceptional condition; £585, or near offer.—Apply: Chauffeur, Underbeeches, Underhill Park Rd., Reigate, Surrey. [7090

1955 Austin A135 Princess III saloon, finished dark grey with red leather upholstery, fitted several extras, delivery mileage only, an opportunity to acquire one of these scarce cars.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273. [6543

495 gns.—Austin Sheerline 1950 de luxe saloon, sliding head, leather, radio, heater, pass lights, Ace Rimbellishers, automatic jacks, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin A125 and A135 Cars Wanted

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0352/R

CMC AR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [0057/R

A & S Limousines required urgently, immediate cash payment.

ALPE and SAUNDERS Ltd. Providence Court, North Audley Street, London, Mayfair 2941. [W1006

CHAIN OF EALING require used Austin Sheerlines.—Perivale 4404. [W1043

ALMOST new Austin A125 and A135 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

AUSTIN Princess 1949, 1950 or 1951 model, in good sound condition.—Advertiser, 808, Chelsea Cloisters, S.W.3. [7067

AUSTIN Sheerline limousine wanted for immediate use, preferably black.—Golly's Garage, Earls Court Rd., S.W.5. Fre. 6373. [6802

AUSTIN 125 wanted, 7-passenger 1951-2-3 Sheerline required, alternatively Princess limousine; details, please.—"Wolverston," Winchester Close, Esher. [W1103

XXX—Excellent cash prices for good Austin Sheerline cars.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

AUSTIN TAXI

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1955 Austin taxi, still under guarantee, used as an occasional hire car, showroom condition, fitted with the taxi meter drive and normal special accessories; £825; terms or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395/6. [C4068

1955 Austin diesel 2.2-litre Metropolitan taxicab, delivery mileage only.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273. [7051

AUSTIN HIRE CAR

G & M ALFREDS (1936), Ltd.—1951 Austin 7-seater hire car, forward occasional seats, used privately only, fine order.—6-7, Warren St., W.1. Euston 3268. [C1005

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 253 [0541/R

Austin Spares and Service

FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also 5.4 B.M.C. diesel spare parts and conversion sets ex stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.,

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0446/R

Austin Spares and Service

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

HAMPTON COURT.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., Lion Gate, Hampton Court. Mot. 6109. [S4053/1

KINGSTON - ON - THAMES.—Austin agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0916/R

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units. Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshaft, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0484/R

EFFICIENT repairs! Immediate attention, parts, gears, gear boxes, seat covers; £5/10; trade discount; cars bought, sold.—T. & F., 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engine, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

ACRES offer 1954 Austin-Healey 100, metallic blue, many extras; £795.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

MANCHESTER.—Austin-Healey 1955, red, nominal mileage, guarantee unexpired, condition as new; offers.—Delph 242. [7196

1955 Healey 100, 3,000 miles, Le Mans specification, as new; £995.—Tolworth Motors, Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

AUSTIN-HEALEY 100 sports, 157 miles only, red, black leather; terms, exchanges.—Matthews of Stockwell, Ltd., 55, Stockwell Rd., S.W.9. Brixton 2026 and 6555. [C3087

1955 (April) Austin-Healey 100 ice blue, 1,800 miles, taxed, fitted overdrive, heater, tonneau cover, exactly as new; nearest £900.—Tel. Florin, North 4917 or Tudor 6161. [6889

JACK ROSE, Ltd., offer 1954 Austin-Healey sports hardtop, radio, heater, overdrive; £875.—Stafford Rd., Wallington, Surrey. Wall. 6677. Also High St., Banstead. Burgh Heath 2576. [C3056

1953 (Sept.) Austin-Healey 100, finished ice blue with blue upholstery, mileage 15,000, maintained in perfect condition, never raced; £775.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273. [6544

£900.—Austin-Healey 100, December, 1954, Le Mans mods., Alfin drums, high compression pistons, twin petrol pumps, all standard parts available, 7,000 miles, one owner, never raced; cost £1,275.—Crescent House, Ringwood 33. [7245

1955 Austin-Healey 100 sports, delivered brand new June for special occasion, silver blue, special finish, fitted overdrive, numerous extras, negligible mileage, licensed year, maker's guarantee, cost over £1,100; accept £995.—Gamble, Overton-on-Dee, Wrexham. [6816

ROSE & YOUNG, Ltd., offer 1955 Austin-Healey 100, 1,200 miles only, fitted Al-fin brake drums, Le Mans specifications, clock, undersealed, etc., as new, black; £985.—65-69, Sternhold Avenue, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

J. H. BARTLETT.—Austin-Healey, 1955, 2,000, £952; Austin-Healey, late 1954, one owner, £775; your enquiries for the new Austin-Healey are most welcome and we are particularly interested in quoting you for your second-hand sports car.—27, Pembridge Villas, W.11. Bay. 0525. [C1013

1954 Austin-Healey 100, specially converted to 4-seater, the 2 occasional seats being suitable for children up to the age of about 11 years; the car is black with white upholstery and is in good condition throughout; it is fitted with special close ratio 4-speed gear box and no overdrive, and has the high axle ratio; the car is fitted with many extras; the only reason for sale is that the owners (2 boys) have now grown out of it; price £860.—Marsh, Moorside, Lancaster Lane, Leyland, Lancs. Tel. Leyland 21302. [7064

Austin-Healey Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Austin-Healey.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

BARTLETT will pay more for good Austin-Healeys.—27, Pembridge Villas, W.11. Bay. 0525. [W1013

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin-Healey Cars Wanted

URGENT requirement, Austin-Healey.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [W3045

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address Donald Healey Motor Co., Ltd., Warwick. London Showroom: North Audley House, 42, North Audley St., W.1. [0066/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART, Ltd.

1950 Bentley 4½-litre standard steel saloon, sliding head, black with brown upholstery; £2,350.—CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

RIPPON.

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RIPPON BROS., Ltd.,

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); Also at LEEDS, Bradford, Sheffield. [0906/R

BENTALLS, Ltd.

1950 Bentley Mk. VI standard steel saloon, finished in black with blue leather upholstery; £2,150.

1948-9 Bentley Mark VI standard steel saloon finished in two-tone grey, with blue upholstery, engine overhauled; £1,595.

KINGSTON-ON-THAMES. Kingston 1001. [C1093

H. C. PAUL, Ltd.

1936 Bentley Park Ward drop head foursome coupe, radio, heater, black red; £535.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040/1

L. F. WARD, Ltd.

1936 Bentley 4¼ pillarless saloon, engine completely overhauled, perfect chassis.

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4043

H. C. PAUL, Ltd.

1952 Bentley standard steel saloon, 2-tone, mileage 30,000, history available; £2,700.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821. [C3040

PB. Ltd., offer:—

1951 Bentley standard steel saloon, grey and blue leather, immaculate condition.

1937 Bentley Park Ward saloon, black, fawn leather, radio, chassis and body in excellent condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken 9477/7478. [C3035

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following few cars as examples:—

1953 4-door sports saloon by James Young, finished in 2-tone green with green hide upholstery.

1950 standard steel saloon, finished in 2-tone grey with grey upholstery, 43,000 miles, immaculate condition.

1949 sports saloon by Freestone & Webb, finished in black and beige with tan hide upholstery, includes rubber mats front and rear, wing mirrors, etc., immaculate car.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

JACQUIER, Ltd., offer:—

1949 (September) Mark VI standard steel saloon, excellent condition; £1,595.

1939 (December) 4¼ M.X. series Park Ward saloon, overdrive, nice condition; £825.

1938 Bentley 4¼ Park Ward saloon, recent bills for £300; £825.

1937 Bentley 4¼ saloon, Freestone & Webb series H.K.

1935 3½ Bentley H. J. Mulliner saloon, radio, heater; £595.

1934 Bentley 3½ 2-door sports saloon by Thrupp & Maberly, excellent condition; £495.

1934 3½-litre Barker drop head coupe, nice condition; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

RUSSELL MOTORS offer:—

1950 (November) Mark VI Bentley saloon, midnight blue, one owner, recorded mileage 45,000.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288 [C3060

TAYLOR & CRAWLEY offer:—

1949 Bentley Mk. VI with Hooper 4-dr. saloon, full-flow oil filter, complete engine overhaul, most carefully maintained; £1,985.

1940 Bentley Mk. V with Park Ward 4-dr. saloon, most comprehensive and recent overhaul history, coachwork excellent; £1,195.

1936 Bentley 3½-litre Park Ward drop head foursome coupe, well kept car in very sound condition; £595.

42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036

WOKING MOTORS (Mercedes Distributors).

1951 Mark VI Bentley, midnight blue, nominal mileage, excellent condition; £1,975.—Maybury Hill Garage, Woking 4277-8. [C4057

BENTLEY (3½, 4¼-litre and New 4½-litre)

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1063

BROOKLANDS, individuality.

1951 Bentley standard st. saloon, grey.

1950 Bentley standard st. saloon, works maintained, black.

BUY or sell with confidence, guarantee.

103 New Bond St., London, W.1. Mayfair 8351. [C1029

AUTOMOBILIA, Ltd., offer:—

1937 (Nov., 1936) Bentley 4¼-litre 4-door de luxe sunshine saloon, Park Ward, grey, blue, radio, heater, pass lamp, excellent condition; £625.—Automobilia, Ltd., Pipphrook Garage, Dorking 4304. [C1089

MANN EGERTON & Co., Ltd.

1954 Bentley sports saloon with automatic gear, black, brown leather upholstery, 8,000 miles; £3,995.

1953 Bentley 4¼-litre sports saloon, blue with grey leather upholstery, 19,000 miles; £3,550.

1953 Bentley 4¼-litre sports saloon, grey with blue leather upholstery, 29,000 miles; £3,450.

1952 Bentley steel saloon, blue with grey leather upholstery, 36,000 miles; £2,850.

1947 Bentley sports saloon, black, brown leather upholstery, 44,000 miles; £1,575.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C3006

GORDON CARS for good cars:—

1948 Bentley Mk. VI saloon, in excellent condition; £1,545.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

MASCOT MOTORS, Ltd., offer:—

1938 4¼-litre Cockshoot foursome drop head coupe, choice of 2; from £650.

1937 4¼-litre H. J. Mulliner sports saloon, choice of 3; from £650.

237—243, Kensal Rd., London, W.10. Ladbroke 1231/2. [C3007

EVANS & O'MALLEY offer:—

1936 Bentley 4¼ saloon by H. J. Mulliner, finished two-tone grey/black, fitted two spares, sliding roof and heater, well above average, recent overhaul, in excellent condition.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355, 1709. [1656

CREST OF BOURNEMOUTH offer:—

1939 Bentley 4¼ saloon; £895.

1937 Bentley 4¼ Park Ward saloon, choice of two; £775.

1937 Bentley 4¼ by Gurney Nutting; £685.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1099

WESSEX MOTORS, New St., Salisbury.

PART of the Henly organisation.

OFFER from their usual stock of Rolls and Bentley.

1950 (May) Standard steel, finished in grey with blue leather; complete engine overhaul in progress; car will be available on completion; £2,250.

TELEPHONE Moules at Salisbury 3275.

WESSEX MOTORS, New St., Salisbury.

CHIPSTEAD MOTORS, Ltd., offer:—

£645—1937 series sports saloon, unmarked in black with light green leather, discs, bumpers, heater, 1939 modified wheels, recent overhaul, post-war condition; choice of two others.

SHOOTING Brake (Sept.) 1935, beautiful condition throughout, Perspex roof, etc.; £585.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BRADSTOCK MOTORS, Ltd., offer:—

1937 Bentley 2-door sports saloon by Gurney Nutting, finished most attractively in black and grey, blue leather, fitted radio and heater, recent overhaul by Bentleys (bills available), this is in our opinion one of the prettiest pre-war Bentleys we have handled and is in excellent condition throughout; £850.—Chase Rd., Epsom 5696-7. [C1090

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-6.

JACK OLDING & Co. (MOTORS), Ltd., offer:—

BENTLEY 1954 4½-litre standard saloon, black/brown hide, automatic, one owner; £3,975.

AUDLEY House, Nth. Audley St., W.1. Mayfair 5242. [C3030

WELWYN SERVICE DEPOT, Ltd., Hatfield 2178.

1400 miles!!!

BENTLEY standard steel saloon, automatic gear, black/brown; virtually a new car; £4,175.

1951 (Feb.) standard steel saloon, black and brown, nominal mileage, confidently offered as the best of its type available; £2150.—Above. [7101

1940 4½ Bentley with overdrive, radio, Park Ward black razor edge saloon; £1,075; no dealers.—Box 9963, Knox & Hardy, Ltd., 24, Tudor St., London, E.C.4. [6100

BENTLEY (3½, 4¼-litre and New 4½-litre)

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 (March delivery) Bentley standard saloon, colour black with blue leather, automatic gear, heater, radio, 7,575 miles, one owner; £3,950.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2036

SWANMORE GARAGE, Ltd., Bournemouth, Bentley specialists, offer:—

£2675—Bentley Mk. VI 1950 Continental-style body with full flow wings by James Young, magnificent car, coachwork beige and red.

£2275—Bentley Mk. VI 1949 Continental-style saloon by H. J. Mulliner.

£1775—Bentley Mk. VI 1947 special James Young 4-door razor edge saloon.

£875—Bentley 4¼-litre 1937 special Gurney Nutting sedanca coupe, very fine condition.

£835—Bentley 4¼ Park Ward 1938 saloon, outstanding condition.

£765—Bentley 4¼ Thrupp & Maberly 1937 saloon, exceptional condition.

£675—Bentley 4¼ H. J. Mulliner 1936, coachwork dual grey, outstanding condition.

£545—Bentley 3½ 1935 drop head 4-seater, well maintained.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43544. [C4024

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 441-2-3, offer:—

1950 Bentley Mark VI standard steel saloon, finished metallic grey, low mileage, immaculate condition throughout; £2,150; maximum h.p. terms available. [C1001

1950 (April) Bentley Mk. VI standard steel saloon, one owner; £1,795.

1947 (September) Bentley Mk. VI standard steel saloon, two-tone grey with red leather; £1,595.

GEORGE NEWMAN & COMPANY, 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Bentley automatic gear box sal., two shades metallic grey, one owner, 13,300 miles guarantee, superb condition; £4,150

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1955 Bentley 4½-litre standard saloon type R, velvet green, mileage 5,470; price £4,200.—Below.

1936 Bentley 3½-litre Park Ward drop head coupe, history available, body and chassis in excellent condition; price £595.—Below.

1935 Bentley 3½-litre Park Ward saloon, very good chassis, coachwork recently overhauled, price £475.

AT Weybridge Automobiles, Ltd., Surrey. Weybridge 233. [6925

1954 (April) Bentley Continental saloon, black/beige, several special features and immaculate condition.—Below.

1954 (Sept.) Bentley, automatic gear box, fitted James Young 4-door saloon, colour 2-tone green, 4,000 miles only.—Below.

1950 (Nov.) Bentley standard steel saloon, black/maroon hide, two owners only, 42,000 miles.—Below.

1949 (Sept.) Bentley, fitted James Young high-wing 2-door saloon, dark green/beige hide, 62,000 miles, one fastidious owner, regularly serviced by Rolls-Royce and James Young.

CHARLES ATTWOOD & SON, Ltd., Official Bentley Retailers, Wolverhampton 25852. [6983

BENTLEY Mk. 6 by H. J. Mulliner, 1950, black with beige interior, 14,000 miles only.—George Sykes & Sons (Engrs.), Ltd., Huddersfield 5243/4. [6942

1947 Bentley 4¼ James Young razor edge saloon, black/beige, radio, Bentley history; £1,895.—Odeon Motors, Ltd., Bar. 1144. [C3039

1950 Bentley Mk. VI standard steel saloon, Tudor grey, 64,000 miles, Bentley serviced, magnificent condition; £1,700.—Timms, Fri. 3461. [7176

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 7272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722

1936 Bentley 3½, Hooper body, good condition, cellulose, upholstery, tyres, battery; £450 o.n.o.—Stafburth, 39, Duchy Rd., Harrogate 2591. [7084

£195—1952 Bentley 4-litre Gurney Nutting saloon, the quality car in outstanding condition; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1084

CENTRAL GARAGE (CROYDON), Ltd.—1939 Bentley (with overdrive) sports saloon by Park Ward, in excellent condition throughout; £1,025.—Fell Rd., Croydon, Surrey. Tel. Croydon 7468. [C1096

1948 Bentley Mark VI standard steel saloon, black, excellent condition; £1,425.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1929 Speed Six Windover saloon, first-rate mechanical order, just rebored, new pistons, brakes completely overhauled, coachwork in excellent condition; £350.—Quickie, Newton St. Cyres, Exeter. [7082

1934 Bentley 3½-litre, body by Park Ward, immaculately maintained, very exclusive and modern-looking car; £395.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [C5049

1952 4½-litre standard steel saloon, finished in dual grey with maroon leather upholstery and fitted radio and heater; a one-owner car taxed for year, which was supplied by us and which has been most carefully used and maintained; £2,750.

K. J. MOTORS, Ltd., Bromley. Rav. 5456. [7105

£1795!!!—1949 Bentley Mark VI saloon de luxe, speedometer records 37,000, whole vehicle absolutely as new, personally used by our managing director, maintained regardless of cost, the finest available.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6282-3-4. [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

ROSE & YOUNG, Ltd., offer: 1950 Bentley standard steel saloon, speedo 42,000 miles, one owner, immaculate; £1,775.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1937 Bentley 4¼-litre Park Ward sports saloon, finished in black with blue leather interior, fitted all new tyres and new battery, capable of over 90 m.p.h. with 20-22 m.p.g.; a most attractive specimen offered at the genuine low figure of £620.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

1934 Bentley 3½-litre sports saloon, Hooper body, this car is in genuinely good condition mechanically coachwork excellent, 25mpg at 50mph, terms if desired; £345.—Major Honychurch, 24, Shephall Lane, Broadwater, Stevenage, Herts. Tel. 375 (day). [7219

XXX 1935 3½-litre Bentley fitted with really outstanding and particularly attractive 4-seater Continental type sports coupe with comodious rear trunk by Messrs. Gurney Nutting, very fully equipped—bumpers; wheel discs, three horns, "Notek" fog lamp, radio, heater, screen washers, metal spare wheel cover, interior comestions; this unusually attractive car has exceptionally pretty body lines and is finished in dark blue with blue leather; it has a most pleasing performance and has been used for the past year by a director of this company; exceptional opportunity to obtain a very distinctive car; £625, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

BENTLEY (PRE 1931)

1929 Bentley 4½-litre Vanden Plas tourer, original fine condition, taxed year; £225; terms, exchanges, etc.—Corner Garage, Gorton St., Blackpool. Tel. 26738. [C2085

Bentley Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for them in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0958/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030

BARTLETT will pay more for good pre-war Bentleys.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

1935-38 saloon required by private purchaser.—Price and details to 102, Preston New Rd., Blackpool. [7215

XXX—Excellent cash prices for good Bentley cars.—H. F. Edwards 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

GOOD Bentley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel Weybridge 233. [0540/R

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

ORIGINAL Bentleys wanted in specimen condition, good prices paid for immaculate cars; call or 'phone —R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [W4056

WE require good pre-war Bentleys, top prices paid for genuine cars.—Altwood Garage, Altwood Rd., Maidenhead, Littlewick Green 70. Evenings and week-ends Littlewick Green 3076. [W1107

BENTLEY standard steel saloon, 1943-50, wanted by private buyer; please state fullest particulars, chassis prefix, mileage, colour, works history if available, etc.—Write, Anthony Johnson, 41, St. Agnes Rd., Moseley, Birmingham, 13. [6967

Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5842. [S3030

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0595/R

Bentley Spares and Service

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingston 3362. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Eampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3068/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R

BORGWARD

METCALFE & MUNDY, Ltd.

1954 2½-litre sports saloon, 2,000 miles, radio, heater and every conceivable extra, serviced by us from new; for sale due to domestic reasons only.

METCALFE & MUNDY, Ltd., Sole Concessionaires, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

WOKING MOTORS (Mercedes Distributors).

1949 Bristol 400, black/brown, radio, heater, in very excellent condition; £785.—Maybury Hill Garage, Woking 4277-8. [C4057

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL 401 1952, resprayed Bristol green and in good order mechanically, 403 brake modifications; £1,400.—Belgrv.

BRISTOL 401 1951, good order throughout, new tyres, and 403 brake modifications; £1,250.

ST. MARKS GARAGE, Gloucester Rd., Cheltenham. Tel. 3134. [6875

BRISTOL 400, 1948, works maintained, C-type engine, C.R. gear box, special Alfin brakes, opening rear window, many extras, outstanding car; £850.—8, Dellfield Close Watford 3787. [6712

J. H. BARTLETT.—Bristol late type 400 saloon, a really super specimen with every extra; open to the most critical examination; £900.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

ROSE & YOUNG, Ltd., offer:—1950 Bristol 401 saloon, exceptional car throughout, grey; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" centre of Bristol. Tel. 25280. [0474/R

Bristol Cars Wanted

BARTLETT will pay more for good Bristols.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A.

1941 B.S.A. 10 sports 4-seater, fully equipped, taxed; £165; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

B.S.A. Spares and Service

BAWNS BRISTOL, Ltd., for genuine Scout spares, also some second-hand.—170, Coronation Rd., S. Tel. 63025. [2377

BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

BUGATTI 33hp coupe; £275.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

H. C. PAUL, Ltd.

1951 Buick 41 D 4-door saloon, Dynaflow, 16,000 miles; £1,195.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

1951 Buick Dynaflow, radio, heater, immaculate throughout.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1952 Buick Riviera, very low mileage, heater, radio, loose covers, in immaculate condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/2

BUICK, 1935, 20mpg, very good condition, a gift at £75.—56a, Nightingale Lane Balham, S.W.12. [7201

BUICK Super 8 saloon, first regd. 1949, immaculate original condition; £385, terms; exchanges.—H. Rose, The Lynch Garage, Uxbridge. Tel. 5122. [7078

1952 Buick Dynaflow saloon, left-hand drive, dual silver and blue, 14,000 miles; £1,495.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [5891

BUICK Viceroy 1939, sun roof, black saloon, chauffeur maintained, in first-class condition, heater, radio, 6 excellent tyres; £300.—Crabtree, 14, Church Rd., Edgbaston, Birmingham. Edg. 2211. [6598

Buick Cars Wanted

SCOTT CARS

REQUIRE urgently Buick cars; also Chevrolets, Citroens, Jaguar Mark VIIs, Studebakers.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [W4016

SIMPSON MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3903. [W4015/R

PRIVATE buyer requires Buick Roadmaster convertible, 1946/48; state price, where view.—Box 4902. [6574

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel Elgar 7911. [0141/R

CADILLAC

CHARLES POLLETT, Ltd., offer:—

CADILLAC Coupe de Ville, first registered 1953, hydromatic gear box, electric windows and seat, power steering, autronic light dipping, radio, speedo reading 9,000, finished in two shades metallic blue, really magnificent condition; £2,650.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

A & S LIMOUSINE, Cadillac, 1949, magnificent partitioned seven passenger, widest occasionals, 48,000 miles; £950.

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

CADILLAC, Model 6219 (Dec., 1950), dark blue, offers solicited for above which is in excellent condition. —Tel. Rearsby 262. [7015

1952 model Cadillac series 62 sedan, Hydramatic drive, radio, heater, screenwashers, colour ivory with ocelot seats, power aerial, etc.—Tel. Coventry 68349. [C4088

1951 Cadillac coupe de ville, fully equipped, very low mileage, hydromatic drive; £1,850.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

1954 (show) Cadillac Super de Luxe convertible, power steering, 5,000 miles, brand new condition.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/7903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

SIMPSON'S offer:—

1954 Chevrolet Bel-Air 2-door, heater, directional signals, all extras.

1953 Chevrolet, r.h.d., radio and heater, all extras, one owner (available in 7-10 days).

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1950 Chevrolet Styleline torpedo-bodied saloon, r.h.d., finished in metallic blue and chrome with fawn broadcloth interior, fitted radio, heater, white side wall tyres, swivel spot lamp and many other extras, a most magnificent vehicle; terms or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, Nr. Coventry. Tel. Bedworth 3395-6. [C4088

16000 miles only, 1951 Chevrolet 4-dr. l.h.d. saloon de luxe; £795.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1949 (registered '51) Chevrolet 4-door saloon, heater; £595.—Joe Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

Chevrolet Cars Wanted

SCOTT CARS

REQUIRE urgently Chevrolet cars; also Bucks, Citroens, Jaguar Mark VIIs, Studebakers.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [W4016

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom hold good stock of spares, same day service. —B. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHEVROLET.—Spare parts and service for cars and trucks; the Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Grundisburgh 300. [0801/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

WHITEWALL MOTORS, Ltd., of Coventry, offer:

1953 right-hand drive Chrysler Windsor 4-door saloon, black, radio, heater, power steering, semi-automatic transmission, loose covers, etc., positively unmarked.

WHITEWALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395/6. [C4087

1950 Chrysler Plymouth r.h.d. saloon, immaculate; £675.—Mansfield Autos, 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1952 Chrysler New Yorker, green with green nylon interior, fitted radio, heater, Whitewall tyres and spot lamps, with hydramatic gears, whole car in immaculate condition throughout; £1,450.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1015

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155. [0405/R

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

TOM GARNER, Ltd., offer:—

1954 Citroen Light 15 sln., black, htr., sun roof, 11,000 mls.; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WOKING MOTORS (Mercedes Distributors).

1952 Citroen Light 15, grey/red, in excellent condition; £495.—Maybury Hill Garage, Woking 4277-8. [C4057

1948 Citroen Light 15, very nice condition; £375.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

£195.—Late 1939 Citroen Light 12, 33mpg, director's car, H.P. possible.—Ascot 220. [7016

1948 Light 15, grey, red leather, sunroof; £370.—Knox, Restharrow, East Horsley. Tel. 2016. [6846

URGENT, 1937 Citroen, reconditioned, insurance, books, radio, lot; £135.—27, Orchard Close, St. Albans. [7008

1954 (model) Light 15, moderate mileage; £675.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1954 Citroen L/15 saloon, Regal red/red leather, many extras, mileage 20,000, as new; £695.—Below.

1950 (Aug.) Citroen L/15 saloon, mist green/beige leather, completely overhauled by us, and now in super condition; £525, terms, exchanges.—Citroen Agents, Motor House, Stoulton, Worcester. Tel. Pebworth 275. [6872

1947 Citroen saloon, magnificent, new tyres, taxed; £345.—King's Road Car Sales, 103, King's Rd., Brentwood. Tel. 1968. [6774

1952 Citroen 6-cyl; £580, would exchange for smaller car.—Douglas, End House, Gullane, E. Lothian. Gullane 3109. [6996

1951 Citroen Big 6, l.h.d., complete mechanical overhaul 4 months ago at a cost of £155; the whole car in excellent condition throughout; unrepeatable at £465.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 (first registered 1954) Light 15 l.h.d. saloon, an excellent specimen, £390, £100 deposit; exchanges.—R. J. Searle, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C4069

1952 (Oct.) Citroen Light 15 saloon, autumn red with red leather upholstery, one private owner; £535.—Kentish & Thomson, Ltd., 564, Wickham Rd., Croydon. Tel. Springpark 3477. [C2047

CASS'S MOTOR MART.—1951 (May) Citroen 15 de luxe saloon, black, red hide unblemished, genuine 31,000 miles, one owner; £515, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1951 (July) Light 15, black, tan leather, sliding roof, screen washer, loose covers, one owner, an immaculate car, mechanically 100 per cent; £495.—Harris-Mayle & Co., Ace of Herts, Garage, Watford. Tel. Watford 4026. [7116

645 gns.—Citroen Light 15 1954 saloon, pearl grey, sliding head, red leather, radio, screenwashers, one owner, exceptional; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CNK. MOTORS are very good buyers of Light 15s.—353, Finchley Rd., N.W.3. Hampstead 5712.

GOOD Citroen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1. (Sloane 5490.) [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48hrs; all spares stocked. [0585/R

CONNAUGHT

J. H. BARTLETT.—Connaught 1949 100 m.p.h. 2-seater, just reconditioned; £525.—27, Pembridge Villas, W.11. Bay. 0525. [C1013

1953 2-seater Connaught, immaculate condition, black with red leather upholstery, genuine mileage under 8,000, has not been raced, reasonable price accepted or exchange considered.—Apply C. H. Hill, Jnr., Woodhouse Place, Mansfield Woodhouse, Notts. Tel Mansfield 652. [7249

DAIMLER

H. C. PAUL, Ltd.

1951 (Sept.) Daimler Consort, Barker special sports coupe, red/black, radio, Ace Rimbellishers, heater, 20,000 miles only and exceptionally well kept; £1,285.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [C1100

B. J. HUNTER, Ltd., offer:—

1951 Daimler Consort saloon, chauffeur driven, wonderful condition; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [2040

H. W. MOTORS, Ltd., offer:—

1954 Daimler Century saloon, black/red uphol., 11,000 miles; as new; £1,525.—Bridge Motor Works, Walton-on-Thames, 2404-5-6. [C2042

BROOKLANDS: Daimler retailers.

1954 Daimler Century sal., sl. head, 9,000 miles.

1951 Daimler Barker special sports, black.

CARS purchased for cash; guarantee.

103 New Bond St., London, W.1. Mayfair 8551. [C1029

H. A. SAUNDERS, Ltd., of Worcester.

1951 Daimler Consort saloon, green with green upholstery, one owner from new, fitted radio and heater, 29,000 miles; £725.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1954 Daimler Conquest saloon, grey/red leather, one owner, genuine 10,000 miles from new; £1,225.

1953 (August) Daimler Conquest saloon, metallic grey/red leather, Radiomobile, nominal mileage, excellent condition; £995.

1947 Daimler Straight 8 Hooper touring limousine with face forward occasional seats, 26,000 miles only from new, originally cost over £6,000; now offered in faultless condition throughout £1,895.—Portsmouth Rd., Thames Ditton. Emberbrook 2551-2-3. [C4001

STRATSTONE, Ltd., Daimler distributors.

A WIDE selection of used Daimler cars available for immediate delivery.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1953 (September) Daimler Conquest saloon, black, one owner, 11,000 miles, just decarbonised and serviced, specially fitted sliding roof, new condition; £1,075.

1 Robert Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2056

JACK OLDING & Co. (MOTORS), Ltd., offer:—

DAIMLER 2½-litre 1949 Barker foursome coupe, grey/red leather, radio, foglamp, covers; £595.

AUDLEY House, Nth. Audley St., W.1. Mayfair 5242. [C3050

CHARLES FOLLETT, Ltd., Official Daimler Agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 4246.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

1953 Daimler Consort, immaculate throughout; £975.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

1937 (March) Daimler Light Straight Eight saloon, specimen car; £225.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1951 Daimler Consort, heater, radio, in superb condition throughout; £750.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

DAIMLER

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [0667/R

1939 2½-litre Daimler saloon, one owner only, superb condition throughout, taxed year, good tyres; £375.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [C4060

1950 Daimler 2½-litre saloon, one owner, exceptional condition; £550.—Wheelers (Newbury), Ltd., Newbury, Berks. Tel. 1020. [7081

1952 Daimler Consort, maroon, radio, heater, immaculate; £875.—Campbell Symonds, Perivale 4456. [C1037

1951 Daimler 2½-litre Barker Special sports coupe, duo colour finished, one change owner, low mileage; £1,165.

1952 Daimler Consort, black, brown leather, one owner, car in new condition, guaranteed; £925.

RIPCO, Ltd. (DAIMLERS PURCHASED), 16, Albemarle St., Hyde Park 2952-3-4. [C3052

1939 Daimler 2½-litre saloon, superb condition throughout; £315.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 (March) Daimler Century saloon, 6,500 miles, silver grey/blue leather; £1,300.—R. Smith, The Garage, Windermere, Westmorland. Tel. 188. [6817

CASS'S MOTOR MART.—1952 Daimler Consort 2½ saloon, black, unblemished, genuine 21,000 miles, one owner; £895, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

£666!!!—1950-1 Daimler 2½-litre Barker convertible 4-5-seater, speedometer records 19,000 but whole vehicle literally looks and runs like 10,000 miles, it's beautiful and bargain price.

LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1951 Daimler Consort saloon, black, leather, heater, one owner since new, perfect condition; £735. Written guarantee, terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., Daimler Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

ASK Ralph Clewes about your Daimler exchange for a new or used model; write or 'phone the long-established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

1950 Daimler Consort saloon, black/brown, 38,000 miles, one very careful owner, radio, heater, Ace Rimbellishers, etc., immaculate; £745.—The Bucks Motor Co., Ltd., Aylesbury 164. [6987

1946 Daimler DB 18 de luxe saloon, one owner, 43,000 miles only, serviced by us, superb condition, guaranteed; £425.—G. W. Wilkin, Ltd., Weston Park, Kingston. Kin. 8104. [C4063

1952 Daimler Consort saloon, grey, red upholstery, twin fog lamps, radio, heater, one owner, nominal mileage, in exceptional condition.—H. S. Dunmore, Ltd., Spilsby Rd., Boston. Tel. 2012. [6821

1951 (October) Consort saloon, black, brown leather, radio, heater, immaculate condition; £795.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2 & 6479. [C2073

1937 Daimler saloon, 16.2, immaculate inside and out, serviced Daimlers regardless cost, lovely car, tyres, batt., starter as new, mileage 53,400; £235, taxed year.—Eve, 64, Coombe Rd., Croydon. [7009

ROSE & YOUNG, Ltd., offer 1955 Daimler Conquest saloon, 1,000 miles only, indistinguishable from new, black; £1,325.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

JACK ROSE, Ltd., offer 1952 Daimler sports drop head coupe by Barker, most attractive in blue and cream, cost over £2,600; accept £1,295.—Stafford Rd., Wallington, Surrey. Wall. 6677. Also High St., Banstead. Burgh Heath 2376. [C3056

395 gns.—Daimler, 1947 model 2½-litre de luxe saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1935 Daimler Straight-8 7-seater limousine by Hooper, new tyres, face-forward occasionals, upholstered in cloth, very clean and in superb condition; must be seen to be appreciated; £285.—Way, (London) 5315. [5185

1951 (Sept.) Daimler Consort, black, brown upholstery, radio, heater, seat covers, moderate mileage, one owner, immaculate; £785.—H. L. Arnes, Showrooms: 28, Albemarle St., W.1. Hyde Park 6925. Spares and Service: Steele Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

1953 Daimler Conquest saloon, black, fawn leather, one owner, 18,000 miles, meticulously maintained and hardly distinguishable from new; £1,025; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4068

1940 Straight 8 Daimler, fitted with beautiful full razor-edge 4-door sports saloon body by Freestone & Webb; this car was not put on the road until 1946, since when it has only done a small mileage and must be seen to be truly appreciated; offered at £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1939 Daimler 4-litre Vanden Plas pillarless saloon, elephant hide upholstery, radio, heater, windscreen washers, puncture proof tyres, in 1955 close on £1,000 was spent on this vehicle including new engine and has only done 20,000 odd miles since. This is a superb car and must be seen to be appreciated; £495.—Tel. Prospect 2173. [7107

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1949 (August) Daimler 2½-litre saloon, black, immaculate condition; £645.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C5037

1952 Daimler special sports d/h coupe by Barker, fitted heater, air conditioning and overdrive; this magnificent specimen is probably the finest body to be put on the 2½-litre chassis, everything is of the finest quality and unmarked, from the beautiful champagne hide upholstery to the dual-tone black and ivory super streamline coachwork; maintained regardless of cost by one fastidious owner; recently returned from Daimler works; a wonderful example of British motoring luxury; £1,025; part exchanges welcomed.—Atlantic Garages, Ltd., 157, Hoylake Rd., Moreton, Wirral, Cheshire Arrowebrook 2215-8. [7227

Daimler Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ALMOST new Daimler required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Daimler Spares and Service

KINGSTON-ON-THAMES.—Daimler specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541.

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460

DARRACQ

METCALFE & MUNDY, Ltd.

A MOST unusual French Darracq, first registered 1945, 4-door, razor edged sports saloon with swept tail and built in rear boot, excellent coachwork in very sound condition, a most attractive car with startling performance.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DELAGE

J. H. BARTLETT Delage, 1938, D70, superb Chapron sports saloon, probably the best example available; £375.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

DELAGE 1956 D6 2.7-litre 4/5-seater d/h coupe, Cotal gear box, magnificent appearance blue/black, true showroom condition with excellent performance and economy; £375.—Apply Stag Hall, Peppard, Oxon. Tel. Checkendon 338. [7244

195gns.—Delage, late 1956 D6-70 sports saloon, sliding head, leather, electric gear box, I.f.s., Marchal head lamps, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

1951 model Delage D6 3-litre fitted 6-seater, smart 4-door steel saloon, body by Autobineau, now being overhauled by Delage specialists, colour grey, fitted many extras, an opportunity to acquire one of these cars in new condition; £1,250.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 5275. [6541

DE SOTO

SIMPSON'S offer:—

1954 De Soto V.8, Powerflite transmission, power brakes and steering, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley 8691/3905. [C4015

Diesel Cars Wanted

DIESEL saloon required, conversion or good original.—Goodman, 92, Regent St., Swindon. [7208

D.K.W.

DKW crankshafts, Auto Union branded, new standard model £21/10 net, new circular model £26/10 net.

REAL service and good prices allowed in part-exchange; cars bought for cash.

B & M GARAGES, Ltd., 42a, St. Michael St., Paddington, W.2. Pad. 6877. [0016/R

D.K.W. Cars Wanted

WANTED.—Good used D.K.W.s.—Bradstock Motors, Chase Rd. Epsom 5696-7. [W1090

D.K.W. Spares and Service

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester, 16. Tra. 0525. [2719

REPAIRS! Guaranteed gear boxes, engines, parts, seat covers; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

DODGE

1954 Dodge Kingsway (Sept., '54), r.h.d., under 5,000 miles, as new; £1,625.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

FIAT

H. C. PAUL, Ltd.

1955 Fiat 1400 saloon, mileage 7,000, radio, loose covers; £895.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

FIAT

MAYFAIR GARAGES, Ltd.—Below.

MAYFAIR GARAGES, Ltd., accredited West End Fiat stockists, have the latest models 500, 1100 and Aronde in stock for early delivery.—Below.

MAYFAIR GARAGES, Ltd.—One only left, new 1955 500c convertible coupe at under list price, for immediate delivery.

MAYFAIR GARAGES, Ltd.—Reg. 1955 500c ohv de luxe convertible coupe, olive grey, one owner, carefully maintained, very attractive car with outstanding performance; 3 months' guarantee; £426; (choice of 3).—Below.

MAYFAIR GARAGES, Ltd.—Reg. 1953 500b ohv de luxe convertible coupe, olive green with beige leather, extremely attractive car with outstanding performance; 3 months' guarantee; £360.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 509c 4-door pillarless saloon, black, red leather, outstanding road performance, excellent condition; £195; (choice of 2).—Below.

MAYFAIR GARAGES, Ltd.—1937 model 1500 de luxe 4-door pillarless sliding head saloon, red, red leather, reconditioned engine 500 miles ago, extremely smart car with outstanding performance; 3 months' guarantee; £185.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, silver grey, very smart car with excellent and economical performance; £150; (choice of 2).—Below.

MAYFAIR GARAGES, Ltd.—18 Fiats in stock; illustrated price list and copy of "Autocar" road-test report on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat Dealers, Balderton St., W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1.

S & S MOTORS.—1937 Fiat 500cc cabriolet, excellent condition; £145.

S & S MOTORS.—1938 Fiat 500cc cabriolet, Series 2, outstanding car; £165.

S & S MOTORS.—1939 Fiat 500cc 4-seater, new hood and resprayed, good condition; £245.

S & S MOTORS.—1949 Fiat 500B shooting brake, new tyres, loose covers; bargain, £315.

S & S MOTORS.—1955 Fiat 500C, 3,000 miles, showroom condition; £490.

ALL above at 165a, Westbourne Grove, W.11. Bay. 1644. [6918

C. V. RUSHMER AUTOMOBILES, Official Fiat Agents.

600, 1100, 1100 T.V. in stock.

1955 500C convertible, 5,000 miles, one owner, guaranteed; £485.

1954 new 1100, 12,000 miles, one owner; £685.

1952 500C Belvedere station wagon, show model; £475.—45, Holland Park Mews, W.11. Park 5731. [C3061

1955 Fiat 500c cabriolet, 2,000 miles only.—Western 9641. [C1069

FIAT 500 4-seater 1939, excellent condition, bills shown for reconditioning; £225.—Robinson, 31, Midcroft, Ruislip. [7245

BASIL GASK AUTOMOBILES are specialists in pre-war 500s, 1100s and 1500s at moderate prices.—Contact us first at 200, London Rd., Kingston-on-Thames. Tel. Kin. 5622. [0291/R

FIAT 500, excellent condition, recellulosed green/black, reconditioned engine, rear axle, clutch, new battery, smart car doing 50 mpg; £190 o.n.o.—Forest End, Marston Rd., New Milton, Hants. [7054

95gns.—Fiat 500 1937 convertible coupe, grey, red leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1955 Fiat 1100 saloon, used for demonstration purposes only, finished light grey with green upholstery, excellent condition, very low mileage; price £750; h.p. and exchanges arranged.—Vintage Engineering, Fiat Distributors, Market Deeping. [6281

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

MAYFAIR GARAGES, Ltd., comprehensive Fiat service Balderton St., W.1. Mayfair 3104/5. [0633/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Anglia, green, with heater, radio, seat covers and spot lamp, low mileage; £565.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

HC £275!!!—1947 (Oct.) Anglia, a carefully maintained car in excellent condition, interior like new, excellent tyres and battery; h.p., exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C2091

CAR MART, Ltd.

1953 Ford Anglia saloon, fawn with red upholstery; £375.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (op. Bus Depot). [0099/R

1955 (July) Anglia, grey, 150 miles, taxed; offers over £550.—Box 5058. [7253

ANGLIA '53, immac., one owner, loose cvrs.; £375.—2, Verdun Rd., S.E.18. Woo. 1215. [7246

1955 (July) Anglia, blue, works mileage only, taxed.—Putney 5885. [7172

1955 (June) Anglia, taxed year, colour black; £575.—Tel. Bristol 63298. Monday-Friday. [6882

£280—1948 Ford Anglia, exceptionally good condition bodily and mechanically; h.p. terms.—J. & H. Motors, 50, Conway St., Hove 31026. [7258

1955 (June) Anglia, 25 miles, as new; £585.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1948 Ford Anglia, seat covers, exceptional cond.; £525.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1954 Ford Anglia saloon, black with fawn upholstery, heater, low mileage; £545.—Herbert Robinson, Ltd., Regent St., Cambridge. Tel. 4461. [7132

1953 Anglia saloon, as new, guaranteed; £375; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

PRIDE & CLARKE, Ltd.—1954 Ford Anglia saloons, grey/red, black/red, low mileage, heater, choice 3 from £559; 1953, black/beige, 15,000 miles, £369; terms 15% deposit, balance over 2 years; exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia cars.—Used Car Department, Hyde Park 4070. [W1066

IMMEDIATE cash for new type Anglia.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

W. HAROLD PERRY require Ford Anglia cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Anglia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (8 h.p.)

£100—Ford Y saloon, twin carburettors, etc., new engine, mech. perfect.—Bay. 1649. [7186

FORD 8 1937, reconditioned engine and steering, new battery and roof; £115.—Loughton 542. [7199

175gns.—Ford 8 1939 de luxe saloon, steel grey, very good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Ford 8 late 1938 saloon, loose covers, passlight, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

W. HAROLD PERRY require Ford 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

FORD POPULAR

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621; offers:—

1954 Popular saloon, black, red upholstery, low mileage, heater, flashing indicators, parcel shelf, petrol locking cap, twin rear lights, draught deflectors; £415

1954 Ford Popular saloon, black, red upholstery, recessed indicators, parcel shelf, chrome bumpers; £405.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

1954 Ford Popular saloon, blue with blue Vynide upholstery; £395.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

GORDON CARS (LONDON), Ltd.

1954 Popular, black/red upholstery, 4,600 miles only, chrome bumpers and overriders, trafficators, seat covers, taxed for the year, indistinguishable from brand new; £415.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Tel. Speedwell 4701. [7048

ALLAN TAYLOR (MOTORS), Ltd., offer:—

FORD Popular, black December, '53, 10,000 miles, taxed; £380.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (3 lines). [6684

1954 Popular, fawn, extras, genuine 5,000 miles, as new; £385.—Meadway Garages, Ltd., Meadway, N.14. Palmers Green 1638. [7055

1954 Popular, 7,600 miles, beige, practically as new; £390.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage, choice several, from £369; terms 15% deposit, balance over 2 years; exchanges, lists, guarantee.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

Ford Popular Cars wanted

DMAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Popular.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

W. HAROLD PERRY require Ford Popular cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Prefect saloon, green with brown leather upholstery, fitted reconditioned engine, one owner, very good condition; £445.

1954 Prefect, grey, leather and heater, 3,800 miles; £635.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

1953 Ford Prefect saloon, heater, black with brown leather upholstery; £450.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1059

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot) [0099/R

CARRS AUTO SALES, Ltd., offer:—

1948 Ford Prefect, black, carefully used; £335.

STANDARD House, South End, Croydon. Tel. Croydon 5088 and 0266. [C1102

1951 Ford Prefect, black, in immaculate condition; £385, below.

1953 Prefect, black, leather upholstery, fitted heater, 12,000 miles; £465.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

1955 Prefect, genuine works mileage only, green, heater, taxed year; £645.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [C3005

1952 Ford Prefect, green, beige leather interior, Ekco radio, loose covers; £395.

W. J. BROWN, Ltd., Ford distributors for 30 years, 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

PREFECT 1949, modern wings, excellent condition, leather; £350.—Brown, 68, Maida Vale, W.9. [7232

1954 Ford Prefect, 9,000 miles, heater, extras; £625.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1955 Ford Prefect saloon, quite new, choice of two; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Ford Prefect saloon, heater; £635.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill Essex. Tel. 1171-2. [C3008

1955 Prefect, grey/red, works mileage only, taxed year.—Davis Motors, Bath Rd., Cheltenham. Tel. 4858. [7038

FOUR new type Prefects available, grey and black, 445 to 4,000 miles; from £625.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045

1949 Ford Prefect saloon, in 1953 condition, guaranteed; £385.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

1950 Ford Prefect 4-door sln., black, new engine, lovely condition; £375, consider part exchange. 14, Bulkington Ave., Worthing 1839. [C4027

FORD Prefect (July) '51, black, beige leather, one owner, small mileage, taxed year, immaculate, above average in all respects; offers over £400.—Gladstone 4622. [7235

JACK ROSE, Ltd., offer 1955 Ford Prefect in green, low mileage, almost as new, leather upholstery and covers; £635.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1950 Ford Prefect, pastel green, with leather upholstery; £365; choice of 3.—Norman Autos, 344-354, London Rd., West Croydon. Thornton Heath 4657. [C4089

1953 Ford Prefect, green, one owner; £445; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1950 Ford Prefect, in black with green leather upholstery, fitted spot lamps, etc., excellent condition throughout; £375.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea, and Hove 50107. [C1165

325gns.—Ford Prefect (October, 1946) saloon, leather, carefully used; terms, exchanges, lists; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 (Jan.) Ford Prefect, black saloon, fawn and red leather, excellent condition, one owner, moderate mileage, taxed year; £485.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

FORD PREFECT

PRIDE & CLARKE, Ltd.—1954 Ford Prefect saloon, ivory blue, green/beige, low mileage; choice 5; £639; terms 15% deposit, balance over 2 years; exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Prefect Cars Wanted

DMAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Prefect.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 (December) Consul saloon, black, red leather upholstery, heater and radio; £575.

1953 (October) Consul, black, leather, heater, Undersealed, windtone horns; £600.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

RUSSELL MOTORS offer:—

1954 Ford Consul, 16,000 miles, radio, heater, leather, windscreen washers, overriders, 2 colours as Zodiac; £675.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

WANSTEAD MOTORS, Ltd., offer:—

1953 Ford Consul, grey, heater and extras; £595

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

GLANFIELD LAWRENCE offer:—

1951 Ford Consul saloon, in blue, radio and heater, exceptional condition; £535.—407, High Rd., N.12. Finchley 0091. [C2055

PHILIP RICKARDS, Ltd., offer:—

1954 Ford Consul saloon, black/red, heater, tax, 11,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

WOOD & LAMBERT, Ltd., main dealers.

1953 Consul saloon, grey with red leather and heater, carefully used; £585.

1953 model Consul saloon, green with beige leather, heater, well maintained; £565.

49 Stamford Hill, N.16. (Sta. 3434.) [6515

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1953 Ford Consul, colour fawn, leather upholstery, taxed December; £575.

1953 Consul, green, leather upholstery, 15,000 miles; £575.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [7280

£515!!!—1952 Ford Consul saloon, beautiful condition, choice two.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1954 Ford Consul, heater, immaculate; £625.—A. Owen (Hendon), Ltd., Col. 3185. [7150

1954 Ford Consul, black and red, radio and heater, 8,000 miles; £625.—Haskins, Ladbroke 1155. [C3027

1953 (Aug.) Ford Consul saloon, Dorchester grey, red leather upholstery, heater, spot lamps, one owner; £595.

W. J. BROWN, Ltd., Ford distributors for 30 years, 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

1953 Ford Consul, covers, heater, small mileage; £650; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£575.—Ford Consul saloon, 1953, black, red leather upholstery, heater equipment, splendid condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [C2008

1954 Ford Consul, black/red, heater, wing mirror, taxed year, one owner, all tyres excellent, 17,000 miles, absolutely unmarked; £625.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1953 Ford Consul, black, heater, leather, 12,000 only, new condition; £580.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6958

FORD Consul saloon, 1953, black, red upholstery, covers, heater, mileage 15,600, excellent condition.—Adams, Cookscditch, Faversham, Kent. Tel. 2158. [7088

1953 Ford Consul, heater, leather, 8,000 miles only, absolutely new; £595.—Steele Griffiths, London, S.E.5. Rodney 2301-6. [6957

1955 Ford Consul, blue, heater, leather, 600 miles only, £760.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6956

FORD CONSUL

1953 model Ford Consul saloon, magnificent guarantee; £485; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4076

WHY second-hand? New Consul convertibles from stock; choice of 4.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [4601

1951 duo-colour Consul, new engine, radio, heater, most attractive, real bargain; £545.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 3725. [C1011

1953 model Ford Consul, in very nice condition, heater, mileage 24,000; £595. — Gordon Woodcrson, 46a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1955 Ford Consul, black/red leather, heater, 9,000 miles; £696; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 model Ford Consul, green, fawn leather upholstery, one careful owner, heater, all new tyres, a specimen; £595.—Hillwood Motors, Mill Hill (London) 4232. [6957

1953 model Consul, excellent mpg, heater, radio, leather as new, wing mirrors, Undersealed, 24,000; £570 or offer.—Tel. Tennyson, Bayswater 1654 evenings. Write 100, Kensington Church St. [7153

1954 Ford Consul, Dorchester grey, dark red leather, radio, heater, 16,000 miles; £635.—Wootton Downs, Wootton, nr. Woodstock, Oxon. (Tel. Tackley 239.) [6865

1954 Ford Consul saloon, grey, red interior, heater, one owner, low mileage, completely unmarked, £635; also 1952 in similar condition, £589.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [6772

1954 Ford Consul saloon, unique car, Laystall balanced engine, twin carts., giving fantastic performance with economy, radio and heater, one owner; £650.—A. Owen (Hendon), Ltd., Col. 3185. [7149

625gns.—Ford Consul 1954 saloon, leather, heater, small mileage, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloons, low mileage, heater, choice several from £639; 1953 green/green, low mileage, heater, £599; 1951, grey/beige, beige/beige, radio, heater, choice 2 from £509; terms, exchanges; lists; guarantee.—237, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

Ford Consul Cars Wanted

DMAGENHAM MOTORS, Ltd., wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Consul required immediately.—54, Streatham Hill, S.W.2. Tube Hill 2876. [W3016

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3016

W. HAROLD PERRY require Ford Consul cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621 [W3042

WANTED, 1954-5 Ford Consul, left-hand drive, small mileage, radio/heater preferred.—Martin, 50, High St., Winchester. [6496

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 Zephyr Six saloon, beige with beige leather upholstery, heater, radio, seat covers, windscreen washer, excellent condition; £575.

1953 Zephyr Six saloon, black, red leather upholstery, heater, seat covers, one owner, excellent condition; £595.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

PHILIP RICKARDS, Ltd., offer:—

1953 (Oct.) Ford Zephyr saloon, black, red leather, heater, 14,000 miles, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

WOOD & LAMBERT, Ltd., main dealers.

1954 model Zephyr saloon, dark green, leather, heater, radio, excellent condition; £655.

1953 Zephyr saloon, Dorchester grey with leather and heater, most attractive; £595.

1951 Zephyr saloon, green with beige leather, radio, heater, well maintained; £525.

49 Stamford Hill, N.16. (Sta. 3434.) [6516

£895!!!—1955 Ford Zephyr convertible, only done 5,000 miles, like brand new.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1953 Ford Zephyr saloon, black, red leather interior, heater, many extras; £615.

1952 Ford Zephyr saloon, black, red leather upholstery, radio, heater, spot lamps, one owner; £565.

1952 Ford Zephyr saloon, Canterbury green, beige leather interior, radio, heater, one owner; £575.

W. J. BROWN, Ltd., Ford distributors for 30 years, 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZEPHYR

H. C. PAUL, Ltd.

1955 (11.11.54) Ford Zephyr saloon, black, leather, heater, mileage 6,000; £695.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621/2. [C5040

FORD Zephyr, 1952, fawn, 31,000 miles, one owner; £550.—Apply Weald (Kent) 257. [7099

1953 Zephyr saloon, green/beige, radio, heater, one owner; £575.—Odeon Motors, Ltd., Bar. [144. [C3098

IMMACULATE Zephyr, blue, leather, heater, radio, laminated windshield, Ace Rimbellishers, spotlights, etc., 1953; £595.—Hornchurch 4511. [7154

1954 Ford Zephyr saloon, one owner, heater, 7,500 miles, unmarked; £635.—Ford, Shepherds Bush 2293. [6832

£825.—Special equipment Zephyr convertible, many extras, cost £1,035 August last, 5,600 miles.—Box 5054. [7185

1955 Ford Zephyr, 6,000 miles, radio, heater, leather, taxed year, indistinguishable from new; £795.—Below.

1952 Ford Zephyr, immaculate throughout, heater, leather, £535; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5022. [C4089

WHY second-hand? New Zephyr convertibles from stock; choice of 4.—Sharwood Motors, Ltd., 52, Uxbridge Rd., W.5. Ealing 1475. [4605

1953 (June) Zephyr saloon, blue, radio, heater, 21,000 miles, one owner; £560.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 Ford Zephyr saloon, one owner, 14,000 miles, heater, covers, screen washers, taxed; £600.—The Pennings, Wendover, Bucks. [7001

1954 Zephyr saloon, heater, leather, Undersealed, green, one owner; £625.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045

1951 Zephyr, radio, heater, covers, leather upholstery, immaculate; £545.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C5063

1954 Zephyr convertible, blue, blue hide, radio, heater, power hood, 7,000 miles, spare unused; £875.—Chambers, Stretham, Ely, Cambs. Tel. Stretham 287. [7155

1953 Ford Zephyr, one owner, birch grey, heater and loose covers, 17,000 miles, unrepeatable offer; £555!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 Zephyr saloon, under 10,000 miles, grey, red leather, radio, other extras, virtually as new; £660.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080

£595.—1953 Ford Zephyr, green with beige trim, radio and heater, immaculate condition.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/3619. [C3071

1955 Ford Zephyr convertible, finished ivory with ivory upholstery, power-operated hood, delivery mileage only.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273. [6542

1954 model (December '53) Zephyr convertible, Dorchester grey, red hide upholstery, power-operated hood, radio, heater, spotlight, reversing light, one owner only and a showroom example throughout; £845.

H. E. NUNN & Co., Ltd., 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [6986

1955 Ford Zephyr saloon, heater, leather, 2,000 miles; £755.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1953 Ford Zephyr saloon, blue with blue interior, many extras and modifications, including 6-branch exhaust, white-walled tyres, etc., a most attractive one-owner car; £645.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [7305

ZEPHYR convertible, October, '53, Dorchester grey, red leather upholstery, power top, radio, heater, Whitewall tyres, wheel trims, immaculate condition, chauffeur kept; £750.—Johnson & Brown, 268/270, High St., Bromley. Ravensbourne 6841-2 & 6479. [C2073

ZEPHYR (modified) late 1952 Boon/Porter 3 carb., opened ports, KE965 valves, Servais 6 branch chrome rings, overdrive, Telecontrols, fog/spot lamps, radio, heater, leather, oil/water temps, oil pressure, windscreen washers, etc., etc., positively no competitions, 25,000 miles, one owner, any inspection/trial; £635 or offer.—Tel. Acorn 7420 (day), Gerrards Cross 3382 (night). [7017

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. [W1066

ALMOST new Zephyr required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, 1953-54 Ford Zephyr, must have radio, heater and be under 15,000 miles, and faultless.—Altwood Garage, Altwood Rd., Maidenhead. Tel. Littlewick Green 90; evenings and week-ends, Littlewick Green 3076. [W1107

FORD ZODIAC

1954 Ford Zodiac, loose covers, as new; £725.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Zephyr Zodiac, Dorchester grey/Winchester blue, with all-wave radio, 11,500 miles; £745.

W. HAROLD PERRY, Ltd., 1105/1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

WELBECK MOTORS, Ltd., offer a unique Ford Zodiac:—

1955 (February) Ford Zodiac saloon, grey and green, original cost £1,058 including three-carburettor Laystall conversion, Laycock overdrive, special suspension, Perodo VG95, this car has a quite breath-taking performance, mileage is only 8,000 and condition is identical to new; our price £915.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 139. [C4049

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1954 Ford Zodiac, grey/green, radio, excellent condition throughout; £775; maximum h.p. terms available. [C1001

1955 Ford Zodiac saloon, virtually new; exchanges, terms.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Zodiac, grey/fawn, spotless; £795.—Ramsden Heath Garage, Billericay, Ex. Ramsden Heath 240. [7030

1954 Ford Zodiac, 16,000 miles, radio, heater, etc., cost over £900; £725.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6959

1954 Zodiac, grey/green, 14,000 miles, one owner, radio, heater, screenwashers, Whitewall tyres, wing mirrors, reversing lamp, 2-tone upholstery, really wonderful condition; £770.

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

1955 Zephyr Zodiac, 2-tone grey, very small mileage, radio with two loudspeakers; £815.—John Avery, 228 and 230, Banbury Rd., Oxford. Tel. 59353. [6944

FORD (V.8)

GE

1949 (late), nominal mileage only, really outstanding Ford Pilot 4-door de luxe saloon with spacious luggage compartment, immaculate, black cellulose, glittering chromium, finest brown leather, trimming to tone; equipped, heater, demisters, tone horns, Smiths built-in hydraulic jacks, sprung steering wheel, comprehensive instruments, clock, cigar lighter, concealed ash trays, sun visors, etc., excellently maintained mechanically, recent new Michelin tyres, decarbonised, top overhauled, factory replacement brakes, new king pins/bushes, also regularly and carefully serviced; a really delightful specimen; written guarantee; £200gns, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. Harpenden 118. [C2000

1949 Ford Pilot, excellent condition; £295.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 Pilot, black, radio, heater; £375.—Campbell Symonds, Wembley 6262. [C1037

1949 Ford Pilot saloon, leather, radio and heater; nice order throughout, 3 months' guarantee; £335.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 Pilot saloon, radio, heater, immaculate throughout; choice of 2, £389.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

£45.—1936 Ford V.8 saloon, original condition, fitted Mercury engine, suitable stock car.—J. & H. Motors, 50, Conway Street, Hove 31026. [7259

1950 (Sept.) Ford V.8 Pilot, black/biscuit-leather, 15,000 miles only, immaculate, open any inspection; £425.—Western 9641. [C1069

1951 Pilot, blue leather, heater, spotlamp, immaculate; £375.—Gibson, 249, Preston Rd., Longridge, Lancs. [7204

1951 Ford Pilot, special equipment model, radio, heater; £390.—A. Owen (Hendon), Ltd. Col. 3185 [7140

1950 Ford Pilot saloon, green/tan upholstery, radio, heater, spot lamps, new engine last year, taxed, one owner; £350.—Gordon White & Co., Ltd., Gerrards Cross 2077. [7263

1950 Pilot saloon, blue, leather upholstery, heater, excellent condition; £335; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1949 Ford Pilot, works engine, Marchal conversion head lamp, 4,000 miles, just re-sprayed, immaculate throughout, £365; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

FORD Pilot (Feb., 1951), blue with blue leather upholstery, fitted heater and fog lamp, low mileage; £375; deferred terms and part exchanges.—Abington Motors, Ltd., Wellingborough Rd., Northampton. Tel. 31086. [7055

FORD 1951 Pilot saloon, a magnificent example, fitted radio, heater, screen wash, etc., very low mileage, almost as new throughout; £380, or £95 down.—Harry Davies Car Sales, 359, High Rd., Willesden, N.W.10. Willesden 7172. [6914

1950 (October) Ford V.8 Pilot saloon, black, fitted H.M.V. push-button radio, and heater, exceptionally well maintained by one owner since new; £365.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

FORD (V.8)

FORD Mercury V.8 shooting brake, first registered 1947, manufacturers maple body, drop tailboard, Vynide bench seats, 12 volt system, hydraulic brakes, heater and Windtones, probably the most immaculate vehicle of its kind; open to any trial; first offer over £225 secures.—64, Crompton St., Derby. [7181

Ford V.8 Cars Wanted

PILOT saloons urgently required by Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

CAREFULLY used Pilot required immediately.—Chain of Ealing, Hanger Lane, Perivale 4404. [W1043

ROWLAND SMITH'S are Car Buyers.—Highest cash prices for Ford Pilot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

1951 Ford Customs 4-door sedan, excellent condition; £725.

SCOTT CARS, 347, Finchley Rd. London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1

1954 Ford Customline, radio, heater, loose covers, absolutely as new.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1951 Ford Customs de luxe saloon, a specimen car; £675.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8968. [C4094

FORD UTILITY

AUTOMOBILIA, Ltd., offer:—

1953 Ford Anglia, Martin Walter utilecon, beige, heater, low mileage, one owner, exceptional condition; £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

AMERICAN FORD

SIMPSON'S offer:—

1951 Ford Custom de luxe, 2-door, many other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C3015

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1954 registered American Ford Customs Meteor saloon, l.h.d., finished dark green, radio and heater, loose seat covers, one owner from new, genuine mileage, extremely good condition throughout; £675; terms or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395/6. [C4088

1948 (reg.) Ford super de luxe r.h.d. 6-seater saloon, smart appearance, fitted radio, heater, terrific performance with economy; £525.

1937 Ford 22hp 4-door saloon, leather; £125, or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

American Ford Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the American Ford buyers. Wembley 8691/3903. [W4015/R

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., official Ford agents, offer:

FORD Consul, 1954, beige/red leather, heater, low mileage, carefully used and maintained, one owner, h.p. facilities; £675.

FORD Zephyr 1953 (Nov.), 1954 features, grey and beige, loose covers, heater, one owner, 3 mths.' guarantee, taxed year; h.p. facilities; £645.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Ford Miscellaneous Cars Wanted

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LAWTON-GOODMAN require new or slightly used Ford Zephyr or Consul for own use.—135, Cricklewood Broadway, N.W.2. Gladstone 2226. [W2022

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6 Grangewood 1136. [0786/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH-B.M.W.

1937 Frazer Nash-B.M.W. 4-door saloon, original condition throughout, an excellent example of this superb car; £265; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

395 gns.—Frazer Nash-B.M.W., registered 1953, 1½-litre special streamlined super sports 2-seater by Williams and Pritchard, silver grey, blue leather, exceptional; terms, exchanges.—Rowland Smith, below.
345 gns.—Frazer Nash-B.M.W. 1938 type 328 sports coupe, silver grey, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.
325 gns.—Frazer Nash-B.M.W. 1937 type 55 super sports 2-seater, mist green, black leather, very carefully used; terms, exchanges, list; open 9-7 weekdays, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

DUNCAN HAMILTON & Co. offer

1954 model Healey drop head coupe by Abbott, finished in dove grey with red leather, piped in cream, fitted radio, heater, etc., meticulously cared for.
33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1094

CHIPSTEAD MOTORS, Ltd., offer:—

E type Healey Silverstone 1950-1, racing green, speedo. reading 14,000, virtually as new.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BRADSTOCK MOTORS, Ltd., offer:—

1950 Healey Silverstone E-type, red with beige upholstery, high compression head, 25,000 miles, never raced, exceptional condition; £545.—Chase Rd., Epsom 5696-7. [C1090

RICHARDS & CARR, Ltd. are always best value.

1951 Tickford saloon, heater, spot lamps, screenwashers, excellent example; £685.
1948 Elliott saloon, sliding roof, radio, screenwashers, two owners, excellent example; £525.
35, Kinnerton St., London, S.W.1. Tel. Sloane 5424. [C3045

SLOCOMBES, Ltd., for cars with unique guarantee.

1949 (November) Healey Silverstone, red, fitted special hood, screens, and draught deflectors, wing mirrors, spot lamp, fine appearance and beautifully maintained; £525. Part exchanges cars or motor cycles.
SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

ROSE & YOUNG, Ltd., offer: 1949 Healey Sportsmobile 4-seater sports, exceptional londition, blue; £545.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1950-1 Healey Tickford sports saloon, sliding roof, 25,000 miles only, finished metallic blue/grey leather, taxed, excellent condition throughout; £675.—Gordon White & Co., Ltd., Gerrards Cross 2077. [7262

HEALEY (Alvis engine) delivered May, 1953, this car is the personal property of a managing director of a company connected with the motor trade, non-standard features include Scintilla magneto, oversize inlet valves (6 new spares), Alfin brake drums, 5.54 axle ratio, blinkers, 8.1 compression ratio, 5 spare wheels fitted with Dunlop racing tyres and tubes, all of which are included in the price of £1,075; car can be seen in North-west London.—Tel. Humphries, Hendon 6521, or Bowler, Wembley 3345. [6946

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045

BARTLETT will pay more for good Healeys, all models.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

ROWLAND SMITH'S, the Car Buyers. Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1953 Hillman Minx saloon (Coronation model), completely as new throughout, heater, wing mirrors, one extremely careful owner, 12,000 miles; 599gns or £125/19 deposit, balance 24 months.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 250 yards). [C4047

CAR MART, Ltd.

1954 Hillman Minx 21 model saloon, heater, blue with red upholstery; £650.
CAR MART, Ltd., Welsh Harp, Edgware Rd., London, N.W.9. Hendon 6500. [C1039

AZ MOTORS offer:—

1953 series Mark V saloon, Burgundy, one owner, spot-on car; £505.
1952 Mark V convertible, excellent chassis; £475.
1948 Phase 2 estate car, just recellulosed; £345.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1017

HILLMAN 10

NEWNHAMS, Ltd.

1952 Hillman Minx saloon, excellent condition; £525.
NEWNHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3034

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1954 Hillman Minx, fitted heater, electric clock, taxed, one owner; £625, choice of two.
1953 Hillman Minx, fitted heater, taxed, one owner, choice of many; from £565.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

H. A. SAUNDERS, Ltd., offer:

1954 Hillman Minx saloon, blue, beige upholstery, fitted Ace Rimbellishers; £645.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

GLANFIELD LAWRENCE offer:—

1953 Hillman Minx coupe, blue, red upholstery, heater, one owner, in beautiful condition; £595.—407, High Rd., N.12. Finchley 0091. [C2053

CHARLES FOLLETT, Ltd., offer:—

HILLMAN Minx saloon, grey with grey hide, 25,000 miles, heater, taxed for year; £485.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.
SERVICE, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

CHIPSTEAD MOTORS, Ltd., offer:—

CONVERTIBLE 1954, speedo reading 9,000, loose covers, heater, etc.; £655.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WARWICK WRIGHT, Ltd., offer:—

1954 Hillman Minx Mark VII saloon, black with red upholstery, fitted heater, 8,000 miles, £665; another in grey or claret, low mileages.
1953 Hillman Minx Mark VI saloon, black with red upholstery 13,000 miles; £595.
1952 Hillman Minx Mark V saloon, claret with beige upholstery, fitted heater, 12,000 miles; £575.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PHŒNIX MOTOR Co. (SURREY), Ltd.

FOR all Rootes Group products.

1953 Hillman Minx Mark VI saloon, black with red upholstery, in excellent condition; £565.
1952 (December) Hillman Minx Mark V saloon, grey with red interior, meticulously maintained; £535.
1950 Hillman Minx Mark IV saloon in blue, fitted heater, 8,000 miles only since reconditioned engine; £465.
MANY other models available.
PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

COMPTON & FULLER, Ltd., offer:—

HILLMAN Californian Hardtop saloon, 6,000 miles, one owner, definitely as new; £685.—At Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Hillman Minx drop head coupe; £425.
1953 (September) Hillman Minx saloon, low mileage in excellent condition throughout, choice of 2; £585.
1950 Hillman Minx saloon, choice of 2; £465.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

SLOCOMBES, Ltd., for cars with unique guarantee:—

1954 Hillman Minx California, mid-cream, slate blue roof, red interior, low mileage, immaculate, radio, heater, Ace Rimbellishers, etc.; £685.—Also
1952 Hillman Minx drop head coupe, black, excellent throughout; £515.
PART exchanges cars or motor cycles.
SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1950 (December) Hillman Minx saloon in black, with heater, screen washer, one owner, low mileage, beautifully maintained.—Leonard Williams (Distributors), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [7289

£169!!!—1937-8 Hillman Minx, excellent condition, loose covers.
LAMBS OF WOOD GREEN (Est. 1897).—100 guaranteed cars; exchanges; hire purchase.—421-425, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1953 Hillman Minx saloon, blue, heater, one owner; £575.—Hale Motors, Ltd. Tel. 7771 (4 lines). [C2077

1955 Hillman de luxe saloon, grey, ohv, registered June, 970 miles; £700.—Perivale 2596. [7202

1954 Minx d.h. coupe, blue/red, radio, heater, twin spotlamps, wing mirrors; £695.—Odeon Motors, Ltd., Bar. 1144.

£515.—Hillman Minx saloon, 1952, black with red interior upholstery, bodywork immaculate throughout.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [C2008

HILLMAN 10

275 gns.—Hillman Minx 1946 saloon, blue, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.
295 gns.—Hillman Minx 1946 d.h. coupe, grey, blue leather, unworn tyres; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1955 (July) Minx ohv de luxe saloon, works mileage, available immediate delivery.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

1953 Minx estate, in first-class order throughout; £635; written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

JACK ROSE, Ltd., offer 1955 Hillman Minx convertible, ohv model, few weeks old; accept £725.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1955 Hillman Californian saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1937 Hillman Minx saloon, black, any trial, very good order; £125, o.n.o.—Orpington 26653 (private). [7274

1954 Mark VII convertible, blue, red upholstery, 8,000 miles, undersealed; £680.—74, Edward Ave., Braunstone, Leicester. [7006

1948 Hillman Minx saloon, black, clean car; £395.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5506. [C4074

1947 Hillman 10 sln.; grey, well maintained; £355.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019

1952 Hillman Minx coupe, heater, etc., immaculate; unrepeatable at £525.—Jack Posner (Autos), 595, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1952 Minx saloon, blue, superb condition, moderate mileage, undersealed, heater, etc.; £515.—Godfreys, Ltd., 418, Romford Rd., E.7. Gra. 1234. [7117

1949 Hillman 10 saloon, choice of 5; from £395.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068

1953 (April) Hillman Minx Mk. VI saloon, black/red, heater, screenwashers, Ace Rimbellishers, overriders, 22,000 miles, one owner, literally unmarked, taxed year; £585.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1952 Hillman drop head foursome coupe, green with beige interior, 20,000 miles only; £525.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 233. [6632

1953 Hillman Minx, one owner, low mileage; £565; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2085

1954 Hillman Minx, sand/red, heater, 10,000 miles; £655; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 Hillman Californian saloon, heater, etc., 5,900 miles, as new; 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2026

1955 Hillman de luxe saloon, ohv engine, taxed December 31st, first registered 1.6.55, guaranteed mileage 1,100 only; £725.—Chapman, 6, Green Park, Cambridge. [7278

1948 Hillman Minx drop head coupe, new Mellorroid hood, radio, maintained; £365 by enthusiast, guaranteed.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middx. Mol. 6109. [C4053

HILLMAN Minx Mark VI, one owner, black, red leather upholstery, taxed December 31st, heater, excellent condition throughout; £545.—Tel. Walton-on-Thames 2876. [7075

1953 (June) Hillman Mk. VI Estate Car, gunmetal grey, brown leather, loose covers, undersealed, wing mirrors, excellent tyres, spare unused, moderate mileage, one careful owner, taxed year; £650. Below.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1953 (June) Hillman Mk VI saloon, green, fawn, heater, genuine one-owner car carefully driven for 19,000 miles only, taxed year; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

PRIDE & CLARKE, Ltd.—1954 Hillman Ph. VII convertible, green/cream, 8,000 miles, £639; 1954 Minx saloon, black/red, low mileage, choice 3, £659; 1953, beige/red, low mileage, £579; terms; 15% deposit, balance over 2 years; exchanges; lists; guarantee.—257, Brixton Hill, S.W.2. Tul. 3664-5. [C3068

HILLMAN HUSKY

HILLMAN Husky 1955, 5,500 miles, fitted heater, taxed year; £610.—Sanders, Tamworth St., Lichfield 2069. [7170

1955 Hillman Husky Estate car, virtually new; also Hillman/Commer 1955 utility, 500 miles; £610; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5232.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

EMA Ltd., Grove Rd., Southsea Portsmouth 2168. [0409/R

ALMOST new Hillman required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676 [W3016

XXX—Excellent cash prices for good Hillman cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

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NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.
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HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

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H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4469. [0370

H.R.G. 1100cc 1950 sports 2-seater, excellent condition; £410; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

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CHARLES FOLLETT, Ltd., have a large stock of spares.
SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

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SIMPSON'S offer:—

1953 Hudson Super Jet 4-door saloon, heater, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

1953 (Nov.) Hudson Super Jet, 11,000 miles, radio, heater, one owner, immaculate; £935.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sio. 5213. [C4056

Hudson Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers Wembley 8691 and 3903. [W4015/R

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0881/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 362; first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

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WM WELBECK MOTORS, Ltd., offer a unique low-mileage Humber Pullman.

1951 Humber Pullman, mileage only 20,000, as new, property of His Excellency the Ambassador: £1,895.
WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139. [C4049

CAR MART, Ltd

1592 Humber Hawk 16hp saloon, sliding head, radio, heater, black with maroon upholstery; £615.
CAR MART, Ltd., 362, Streatham High Rd., S.W.16. Streatham 0054. [C1059

L. P. WARD, Ltd.

1951 Humber 7-seater Pullman limousine, black, dark blue upholstery, 21,000 miles only.
L. P. WARD, Ltd., Grange Road Garage, Grange Rd., Thornton Heath. Tel. 3347. [C4043

B. P. LITTLEFORD, Ltd.

1955 (May) Humber Super Snipe, black, beige leather interior, screen wash, wing mirrors, 14000 miles guaranteed, virtually new; £1,195; terms and exchanges.—52, Darlington St., Wolverhampton. Tel. 23232. [6951

H. BEART & Co., Ltd., offer:—

1954 Humber Hawk saloon, fitted radio and heater, one owner, genuine 15,000 miles; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3568. [C1081

HUMBER

TOM GARNER, Ltd., offer:—

1951 Humber Imperial, Mark III 7-passenger saloon, black, heater; £1,395.
1953 Humber Pullman Mark III 7-passenger limousine, black, heater, radio, loose covers; £1,695.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

ROSE & YOUNG Ltd., offer:—

1952 Humber Super Snipe saloon, an immaculate example, fitted heater, metallic grey; £535.
1955 Humber Super Snipe saloon, works mileage only, black; £1,225.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

GLANFIELD LAWRENCE offer:—

1954 Humber Hawk saloon, one owner, metallic grey with red leather, heater, 10,000 miles only; £795.
1950 Humber Super Snipe saloon in black, with newer operated division, in exceptional condition; £525.
1949 Humber Super Snipe saloon, in black, heater, many extras, exceptional condition; £405.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1954 Humber Hawk Mark V saloon, golden sand with red upholstery, fitted heater, 9,000 miles; £835; also in black at similar mileage.
1955 Humber Hawk Mark VI saloon, overdrive, green with dark fawn upholstery, fitted heater, 5,000 miles; £1,075.
1953 (December) Humber Hawk Mark V touring limousine, black with red upholstery, fitted heater, 18,000 miles; £795.
1950 (December) Humber Imperial Mark III (7 seater) saloon, black with fawn upholstery, fitted heater, 11,000 miles; £1,395.
1952 Humber Super Snipe Mark III saloon, grey with grey upholstery, fitted radio and heater, 16,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1952 Humber Super Snipe, 32,000 miles only, radio and heater; £565.
1951 Humber Super Snipe, 25,000 miles only, one engineer owner from new, H.M.V. radio, heater, etc., condition comparable to 1955 model, must be seen to be appreciated; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

THE UTILITY VEHICLE CENTRE offer:—

1952 Humber shooting brake, on Pullman chassis, a beautiful oak and ash body by Tickford, lavishly equipped and fitted folding seats, trimmed in beige hide; this is a genuine low mileage example of this rare model.
100 Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Humber Hawk saloon, one owner, in very good order throughout, taxed year; £550.
1950 Humber Hawk saloon, taxed year, fitted H.M.V. radio, perfect order throughout; £495.
1950 Humber Snipe saloon, fitted heater and in exceptional condition throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2054

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1955 unregistered Humber Super Snipe saloon, ohv, Blue Riband engine, finished in latest shade of claret with beige interior, walnut cappings, Whitewall tyres, a most attractive motor car, offered at list price, terms or part exchanges.
WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3595/6. [C4067

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Humber Hawk, heater, etc.; £530.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

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1948 model special Mulliner coachwork, immaculately finished black, fitted radio and heater, wide face forward occasionals, division, beautiful condition; £595.
1949 Pullman new look series Mark II black/fawn, extremely good order throughout; £795.
1950 Pullman taxed privately, original, heater and radio; £895.
1950 Pullman, one owner, electric division, heater, most immaculate; £995.
1951 Pullman Mark III in leather throughout, heater, windscreen washers, moderate mileage; £1,295.
CHOICE of 5 other 1951 Mark III models, two in leather, three with standard upholstery.
1952 Pullman Mark III one owner, heater, rimbellishers, leather upholstery front and rear, unmarked; £1,445.
1953 Pullman Mark IV, registered late in the year, ohv engine, virtually as new in every respect, one owner, taxed privately; £1,995.
CAMDEN MOTORS.—Specialists in limousines, Leighton Buzzard 2041. Showrooms open until 8 p.m.; write for special hire car catalogue and illustrated brochure. [C1055

1950 Humber Super Snipe drop head coupe, fitted radio and heater; £495
JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090

HUMBER Super Snipe saloon (1951), with division, black, beige leather; £530.
HUMBER Hawk saloon (Jan., 1954), black, red leather; £795.
STRATHORE, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022

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A & S Guaranteed Limousines. Exceptional value. Choice of Fifteen Imperials and Pullmans.
LIMOUSINES, 1952 Series, forward occasionals, cloth upholstery, heaters, black, low mileage. £1,295.
LIMOUSINES, 1951, Pullmans, leather throughout, forward occasionals, radio, heater, private, from £1,225. Also in cloth.
IMPERIALS, 1951, 7-seaters, choice of 2, leather, radio, heater, original owners. £1,125 and £1,195.
LIMOUSINES, 1950, Pullmans, radio, heater, leather, privately owned, low mileages. £1,050. Also in cloth at £985.
LIMOUSINES, 1949, Mark II Pullmans, partition, heater, radio, excellent throughout. £850.
TWO late 1949 Pullmans from private service, genuine low mileages, 1952 condition. £935.
LIMOUSINES, 1949, mitred edge, partition, forward occasionals, private, excellent. £695.
LIMOUSINES, Pullmans, 1947, mitred edge, partition, forward occasionals, private owners. £525.
ALPE and SAUNDERS (Limousines Purchased), Providence Court, North Audley St. Mayfair 2941.

HUMBER Snipe 1952, green/red, 17,500 miles, heater; £600.—Tel. Norwood Hill 134, early. [7080

7-PASSENGER privately owned limousine, competitive prices: 1950, leather upholstery, loose covers throughout, heater, radio, reasonable mileage; £1,045.
LIMOUSINE 1951 Mark III Pullman, heater, radio, one private owner, £200 recent overhaul; £1,095.
LIMOUSINE, November 1952 Pullman, one private owner, heater, radio, genuine low mileage, meticulously maintained.—Victoria Garage, Edgware Rd., Cricklewood, 3029 Gladstone. [C1103

HUMBER Imperial, 27,000 miles only, a specimen: £295.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

£445—1950 (October) Humber Super Snipe saloon, grey grey leather upholstery, recorded mileage 40,000, a one-owner car in excellent condition.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1952 (May) Humber Super Snipe saloon, black, heater, 30,000 miles, excellent condition; £550.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1955 Humber Hawk, genuine 4,000 miles, radio, heater, Whitewalls, Ace Rimbellishers, taxed year; £995.
RIPCO, Ltd. (Humbers Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1952 (Aug.) Humber Super Snipe, 10,600 miles, condition as new; no dealers.—Coles, Curdon Farm, Williton, Som. Tel. Stogumber 357. [7018

1952 Hawk, one owner, heater, in first-rate condition; £615.—R. F. Fuggle, Bushey Heath, Herts. [C2017

1951 (model) Humber Super Snipe, showroom condition; £550.—A. Owen (Hendon), Ltd. Col. 3185. [7139

1952 Humber Super Snipe, excellent condition, one owner, 23,500 mls., heater; £600.—Thanet 23795. [7190

1938 Humber Snipe Imperial, perfect condition; nearest to £275.—Grosvenor 3949 or Rodney 6921. [7084

1952 Humber Super Snipe, fitted de luxe radio, special heater; £695.—A. Owen (Hendon), Ltd. Col. 3185. [7138

1953 Humber Hawk saloon, black/fawn, 23,000 miles, radio, heater, ex. cond.—Salmons Garages, Ltd., Temple Bar 5336. [C4029

HEARSES, Hearses, Hearses. The new 27 h.p. o.h.v. chassis fitted with deck or bearer body; brochures available.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1108

1955 Humber Super Snipe, 300 miles, as new; £1,235.—Tolworth Motors, Kingston By-Pass, Tolworth, Elmbridge 2259. [C4081

HUMBER Super Snipe, 1954, gunmetal, 6,000 miles only, one owner, any examination, as new; £1,050.—Jackson, Parry Rd., Mitcham Junction. Mit. 2520. [6926

1952 Humber Hawk, finished in black with red leather, fitted radio, in very good condition; £570.—Andover Motor Co., Hants. Andover 3405. [7127

1953 Super Snipe saloon, silver blue, radio, heater, loose covers, immaculate; £795; part exchange, terms.—Wilsons, 34, Acre Lane, Brixton 4011. [C4065

£625!!!—1952-3 Humber Hawk de luxe saloon, spotless bodywork, interior as new, speedometer records 14,000 but vehicle looks and runs as though it's only done 5,000.—Below.
£565!!!—1951-2 Humber Hawk de luxe saloon, bodywork like new, speedometer records 23,000, the vehicle is magnificent and practically unworn.—Below.
£465!!!—1949-50 Humber Hawk de luxe saloon, beautiful specimen; bargain price.—Below.
£395!!!—1948 Humber Hawk de luxe saloon, beautifully maintained, bodywork like new; choice 2.—Below.
£365!!!—1947 Humber Hawk de luxe saloon, excellent condition; choice 2.—Below.
£325!!!—1947 Humber Super Snipe, magnificent car, looks worth £600, absolute gift.
LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley (Fast Finchley Underground). Finchley 6222-3-4. [C2058

1952 Humber Super Snipe, one owner, heater, grey leather, beautiful condition; £595; written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4068

1948 Humber limousine, one owner, needs slight interior attention, 7 seats, choice of 2; £395.—Withams, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [6622

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HUMBER

1953 Humber Super Snipe saloon, Mark IV, black with red upholstery, radio, heater, one owner, immaculate; £845.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [6829

JACK ROSE, Ltd., offer 1955 Humber Super Snipe saloon, guaranteed 200 miles, few days old, in maroon; accept £1,245.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1954 (May) Humber Super Snipe, finished black, heater, 13,000 miles, spare unused, practically as new; £895.—Morley, 54, Streatham Hill, S.W.2. Tul. 4468. [C3016

MAYFAIR GARAGES, Ltd.—1952 Hawk de luxe saloon, black, brown hide, heater, scrupulously maintained since new in almost uncratched condition; £595.—Balderton St., W.1. Mayfair 3104-5. [C3009

1951 Humber Hawk saloon, black, beige leather, heater, superb throughout; £545.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [7284

1953 Humber Super Snipe (latest model, ohv engine), grey, red leather, radio, heater, small mileage, one owner; £795.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7881. [C4011

1954 (March) Humber Hawk saloon, Mark V, seal grey with red upholstery, heater, taxed, one owner, immaculate; £765.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [6829

1954 Humber Super Snipe, blue/fawn, 18,000 miles, radio, heater, loose covers, Whitewall tyres, in excellent condition; £945.—The Bucks Motor Co., Ltd., Aylesbury 164. [6988

1951 Humber Hawk, black, red interior, a beautiful specimen with fitted radio, excellent tyres and very smart appearance; £565.—Hillwood Motors, Mill Hill (London) 4232. [6938

1950 (Oct.) Humber Super Snipe Mark III saloon, gunmetal, grey leather upholstery, fitted heater, one owner, excellent condition; £455.—Box 5061. [7254

HUMBER Super Snipe saloon, July, 1952, one owner, chauffeur maintained, black, red leather upholstery, heater, excellent condition; £575.—Tel. Tottenham 6821. [6921

ARCHIE SIMONS & Co., Ltd.—1953 (Oct.) Humber Super Snipe, metallic blue/beige leather, 24,000 miles, one immaculate owner since new; £845.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

1953 (Jan.) Humber Hawk, black, fawn leather, heater, taxed year, moderate mileage, one careful owner; £695.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011/1

1954 (June) Humber Hawk saloon, Mark VI, golden sand with red upholstery, overdrive, radio, heater, screenwashers, spot and fog lamps, one owner, immaculate; £995.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8585. [6830

1953 (Sept.) Humber Hawk, black and fawn, heater, an immaculate one-owner car, total mileage 29,000, taxed year; £735.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1953 (May) Humber Hawk, green with fawn leather, fitted heater, left-hand drive, 23,000 miles, one owner, very good order, available in London about 20th July.—Enquiries and offers to Box 4974. [6419

13,000 miles only, 1951 Humber Super Snipe saloon, heater; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

TANKARD & SMITH, Ltd., offer 1951 Humber Hawk Mk. IV saloon, blue/beige, heater, seat covers, exceptional condition; £545; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1955 Humber Super Snipe saloon, radio, heater, many extras, 1,600 miles only; £1,295.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588 [C1027/1

XXX 1954 (March) Humber Hawk saloon, grey, red upholstery, heater, really immaculate, one owner car, thoroughly recommended; written guarantee; £775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

HUMBER Hawk Mark VI with overhead valve engine, gunmetal with red leather upholstery, one owner, fitted radio and fog lamp, taxed till December; £925; deferred terms and part exchanges.—Abington Motors, Ltd., Wellingborough Rd., Northampton. Tel. 31096. [7054

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REQUIRE modern low-mileage Humber cars.

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ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green, 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6077.)

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ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [6106/R

ALMOST new Humber required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

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A & S Limousines Pullman and Imperial Saloons required urgently, immediate payment.

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LIMOUSINE 1951-2-53 required, alternatively 7-passenger saloon; details please.—Wolverston, Winchester Close, Esher. [W1108

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1953 (Nov.) Jaguar Mk. VII saloon, fawn, radio, heater, etc., 17,000 recorded miles, one owner; £1,095.

W. J. BROWN, Ltd., 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

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FROM our large and comprehensive stock we have chosen the following few cars as examples:—

1955 Mk. VII M type saloon, finished in grey with red upholstery, 900 miles.

1954 Mk. VII saloon, ivory with red upholstery, loose covers on seats since new, 11,740 miles.

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1949 series Jaguar 3½-litre drop head fourseme coupe, a specimen car throughout, various extras fitted, taxed, fastidiously maintained by previous owner; 438gns. or £92/10 deposit, balance 24 months.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

CAR MART, Ltd.

1952 (53) Jaguar 3½-litre Mark VII saloon, sliding head, radio, heater, black with brown upholstery; £925.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1038

GATEHOUSE, offer:—

1948 Jaguar 1½-litre, excellent condition; £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

TOLWORTH MOTORS, Ltd.

1954 model XK120 convertible, radio, occasional seats, low mileage; £1,150.

1953 (September) Mark VII, low mileage, immaculate car, 20,000 miles, radio; £995.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4001

ROSE & YOUNG, Ltd., offer:—

1955 Jaguar Mark VII type M saloon, fitted overdrive, 5,000 miles only, nearly new, British racing green; £1,495.

1954 (June) XK120 drop head coupe, very low mileage, one owner, spare unused, indistinguishable from new, ivory with red leather; £1,185.

1951 XK120 fixed head coupe, 2 owners since new, exceptional car, birch grey; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

JAGUAR

GREAT WESTERN MOTORS

OFFICIALLY appointed Jaguar dealers.

1954 Mark VII, grey, red hide, fitted overdrive, radio, one owner; £1,275.

1954 Mark VII, pastel blue and blue hide, radio, one owner, low mileage; £1,225.

1954 Mark VII, pastel green and green hide, one owner, low mileage, immaculate; £1,315.

1954 Mark VII, beige, red hide, one owner, low mileage, in excellent condition; £1,225.

1951 Mark V drop head coupe, black, brown hide, radio, a fine example of this popular model; £725.

1949 Mark V, black, brown hide, radio, taxed; £525.

ALL the above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd., W.2. Ambassador 1061. [C2069

AUTOMOBILIA, Ltd., offer:—

1949 Jaguar 3½ Mk V 4-door de luxe sunshine saloon, steel grey, red leather, radio, heater, fog lamps, low mileage, excellent condition; £565.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

TAYLOR & CRAWLEY offer:—

1954 Jaguar Mk. VII, with overdrive, beautiful condition; £1,195.

1953 Jaguar Mk. VII, one owner, 13,000 miles, quite immac.; £1,075.

1951 Jaguar XK120 2-seater, 26,000 miles, very well kept; £735.

HYDE Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5215. [C4036

H. W. MOTORS, Ltd., offer:—

1954 Jaguar Mark VII, black/fawn upholstery, radio, 29,000 miles, one owner; £975.—Bridge Motor Works, Walton-on-Thames. 2404-5-6. [C2042

GLANFIELD LAWRENCE offer:—

1953 Jaguar Mark VII saloon, one owner, grey, grey upholstery, sun roof, heater, in showroom condition; £995.—407, High Rd., N.12. Finchley 0091. [C2053

BROOKLANDS—Jaguar retailers.

1954 series Jaguar Mk. VII saloon, black

1954 Jaguar XK120 fixed head cpe., spec. mods.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

H. BEART & Co., Ltd., offer:—

1953 Jaguar Mark VII saloon, black with red upholstery, 21,000 miles, in outstanding condition; £1,025.

1954 Jaguar Mk. VII saloon, overdrive model, one owner, genuine 15,000 miles and in outstanding condition throughout, £1,245; also another very beautiful standard model at £1,195.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

HOFFMANNS OF LEICESTER, Ltd.

JAGUAR retail dealers.

THE following cars are offered subject to being unsold:—

1955 Jaguar Mark VII M type saloon, pearl grey, red leather upholstery, heater, windscreen washers, Ace Rimbellishers, 1,500 miles.

1954 Jaguar Mark VII saloon, cream, red leather upholstery, heater, radio, new Dunlop tubeless tyres.

1954 Jaguar Mk VII saloon, British Racing Green, heater, radio, windscreen washers, Michelin X tyres.

1953 Jaguar XK120 fixed head coupe, black, red upholstery, 15,000 miles, radio, heater, Dunlop whitewall roadspeed tyres, chromium luggage rack on boot.

1949 Jaguar Mark V saloon, black with red leather upholstery, in very good condition throughout.

1949 Jaguar Mark V saloon, cream with green leather upholstery, windscreen washers, a fine specimen.

CARS of distinction.

PART exchanges.

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HOFFMANNS OF LEICESTER, Ltd.,

31, London Rd.,

LEICESTER.

TEL. 65751/5.

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WARWICK WRIGHT, Ltd., offer:—

1954 Jaguar Mark VII saloon, grey with red upholstery, fitted heater, 8,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DUNCAN HAMILTON & Co. offer:—

1954 Jaguar drop head coupe, black with red leather interior, fitted heater, spot lights, etc., one owner, in exceptional order throughout; £1,175.

33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

COMPTON & FULLER, Ltd., offer:—

1954 Mark VII saloon, battleship grey, with red leather, H.M.V. radio, taxed. Ace Rimbellishers; £995.—At Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

WESSEX MOTORS, St. Cross Rd., Winchester.

PART of the Henly organisation.

OFFER from a stock of over 250 cars:

1955 model Mark VII saloon finished in pastel green with grey trim and fitted with overdrive, one owner, speedo 13,000, 7 days' trial, 4 months' guarantee.

TELEPHONE Mr. Wilkins at Winchester 55555.

WESSEX MOTORS, St. Cross Rd., Winchester. [C4087

CARTWRIGHT HAMILTON CARS, Ltd., offer—

XK140 Jaguar drop head coupe, registered July, 1955, finished in black with fitted radio and heater, negligible mileage; an opportunity to acquire a virtually new car at less than list price.

XK140 Jaguar fixed head coupe, finished in grey with red leather, very low mileage and condition as new.—London Office: 282, Kensington High St., W.14. Wes. 0807. [7307

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1955 Jaguar XK140 hard top, black and biscuit, works mileage; £1,635.

1953 Jaguar XK120 convertible, cream and red, one owner; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Porthsmouth Rd., Guildford, Surrey. Tel. Guildford 62907-8-9. [C1057

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1953 Mark VII Jaguar saloon, black and grey, 16,000 miles, excellent condition throughout; £1,085.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

SLOCOMBES, Ltd., for cars with unique guarantee:—

1953 Jaguar XK120 fixed head coupe, black with cream leather interior trim, a low-mileage, immaculate example to please the most fastidious connoisseur, fitted radio, heater, screen washers, etc., Michelin Xs; part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

SLOCOMBES, Ltd., for cars with unique guarantee:—

1937 Jaguar S.S.100 20hp, a real sports car, resprayed British racing green, good all-weather equipment, excellent tyres, recent engine overhaul, terrific performance with appropriate sound effects; £295; part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

BENTALLS, Ltd.—1951 Jaguar XK120, bronze brown upholstery; £755.

1952 Jaguar Mark VII, grey with grey upholstery, radio; £895.

1952 Jaguar Mark VII, grey with red upholstery; £875.

KINGSTON-ON-THAMES. Kingston 1001 [C1093

1953 Jaguar Mark VII saloon, black with red, lavishly equipped, one owner; £1,050.

PARKERS (MANCHESTER & BOLTON), Ltd., Deansgate, Manchester. Dea. 4507. [C3082

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), offer:—

XK120 1951, h.c. pistons, high axle, etc., red; £765.

XK120 1954, speedo, reading 8,600, S chassis, C type head and modifications; understood to have cost approximately £2,100; white, grey leather.

XK120 fixed head reg. May, 1953, immaculate in black with red leather and wheels, low mileage; £1,085.

XK120 C type, works maintained late 1953.

1951 (June) Mk V saloon, 3½-litre, grey/red, extremely good condition; £675.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1950 Jaguar Mark V, radio, heater, excellent condition; £550.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779-8676. [C4016/1

1950 Jaguar 2½-litre Mark V saloon, black with leather interior; £595.

1953 Jaguar Mark VII saloon, British racing green, radio fitted, specimen; £895.

PARKERS (MANCHESTER & BOLTON), Ltd., Bradshawgate, Bolton 4080. [C3082

1951 Mark V drop head, heater, radio, in superb condition; £750.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/3

ACLAND & TABOR, Ltd., Weywyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1951 XK120, finished British racing green, red hood, heater, spotlamps, luggage rack, many extras, immaculate condition throughout; £755; maximum h.p.; terms available.

1951 XK120, finished bronze, radio, heater, many extras, unmodified, luggage rack, spotlamps, excellent condition throughout; £755; maximum h.p. terms available. [C1001

1946 Jaguar 1½-litre saloon, grey, nice condition; £345.—Hale Motors, Ltd., Tel. 7771 (4 lines). [C2077

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774). [0742

JAGUAR

CAMDEN MOTORS offer the following high-class Jaguars from their stock of 500 cars.

JAGUAR Mark VII saloon, 1951, in blue with blue hide interior, heater and radio, moderate total mileage, extremely good order throughout; £795.

JAGUAR Mark VII saloon, 1952, in grey, beautiful and immaculate specimen, one owner, all extras; £875.

JAGUAR Mark VII saloon, 1954, with overdrive, virtually faultless, a very low mileage car, opportunity to purchase a year-old Jaguar at a really competitive price; £1,295.

JAGUAR Mark V drop head coupe, 1950, a truly magnificent example; coachwork and interior immaculate and unmarked, Poly-vynol hood, air conditioning, H.M.V. radio, screenwashers, overriders, Ace Rimbellishers, Whitewall tyres, one wealthy owner; £645.

JAGUAR 3½-litre drop head foursome coupe, 1949, very genuine car, entirely original condition, recorded mileage 28,100, bills for servicing every month by main Jaguar distributors; £450.

ALSO choice of 3 saloons, 1947/1949; from £375.

JAGUAR 2½-litre saloon, 1948, somewhat scarce model, beautifully finished in black with hide interior, all extras, especially outstanding mechanical order; £445.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1954 (August) Jaguar, black, 7,000 miles, unused since March, perfect.—Offers to Box 5027. [7039

BEAUTIFUL S.S.100 3½, 1938, just run in, cost £400 3 months ago; £350.—Kin. 9691 after 6.30 p.m. [7192

1951 XK120 Jaguar, silver grey, 20,000 miles, heater, radio, taxed.—Ilf. 0235 evenings. £710. [6994

1947 3½-litre Jaguar special equipment saloon, completely reconditioned; £335.—Museum 8849. [C4072

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1955 model Jaguar Mark VII M, suede green, fitted overdrive, one owner, very low mileage, as new in every way, taxed; £1,395.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [7104

1954 Jaguar Mk. VII saloon, black with red interior, a well kept one-owner example, 4 months' guarantee; £1,125.

1953 Jaguar Mk. VII saloon, black with brown interior, heater, screen washers, etc., one owner, very carefully maintained; £1,095.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [7303

1953 Jaguar Mark VII, 20,000 miles; £995.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2085

1949 Jaguar 3½-litre saloon, nice condition, black; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1953 Jaguar Mk. VII saloon, black, one owner, 18,000 miles, radio, heater, covers; £1,025.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

1950 Jaguar Mk. V, saloon, new engine, showroom condition, many extras; £575.—A. Owen (Hendon), Ltd. Col. 3185. [7144

J. H. BARTLETT.—Jaguar 1952 XK120, small total mileage, dual colours, exceptional chassis; £750.—27, Pembridge Villas, W.11. Bay. 0523. [C1013

995 ens.—Jaguar 1954 XK120 drop head coupe, heater, screenwashers, one owner, small mileage; terms, exchanges.—Rowland Smith, below.

395 ens.—Jaguar 1948 2½-litre saloon, sliding head, leather, radio, heater, passlights, discs, rebored, excellent condition; terms, exchanges.—Rowland Smith, below.

365 ens.—Jaguar, Sept., 1946, 1½-litre saloon, sliding head, leather, heater, reconditioned engine; terms, exchanges.—Rowland Smith, below.

165 ens.—Jaguar 1938 3½-litre drop head coupe, leather, P 100s, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Jaguar 1½-litre S.E. saloon, radio, a very nice example; £425.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 2643/4607. [C2057

1953 Mark VII saloon 2-tone green, lovely condition, 14,000 miles, radio; £1,000; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. [C4085

1952 Jaguar Mark VII saloon, black, red leather, moderate mileage, one owner; £845.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1939 model Jaguar 2½-litre coupe, 4-seater, first-class mechanical order, body good; £175.—V. Brailsford, Alton Tupton, Chesterfield. Tel. Ashover 335. [7233

1948 Jaguar (Nov.) 2½-litre, two owners, gunmetal, silver grey leather, radio, discs, etc., fine condition; £895.—1, Grange Court, Sudbury Hill, Byron 5222. [6905

XK120 fixed head super model in pastel blue, full set of extras, not raced, top performance; highest offer secures.—Pry, Roman Bank, Skegness. Tel. 1122. [6928

1950 Jaguar Mark V saloon, black/brown leather, radio, heater, sun roof, mascot, interior like new; £525.—Imperial Motor Mart, Royal Crescent, Cheltenham. Tel. 2065-6. [7118

1952 Jaguar XK120, grey, 21,000 miles, radio, XK140 mods., beautiful condition, taxed year; £850; terms and exchanges.—Ross Motors, Ltd., Hinckley, Leics. Hinckley 558 [7268

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LAMBS OF WOOD GREEN for Jaguars; London's largest stockists of used Jaguars, over 20 in stock, every one beautiful, hand picked and overhauled.—Below.

£925 !!!—1953 Jaguar Mark VII de luxe saloon, immaculate and small mileage condition.—Below.

£825 !!!—1952 Jaguar Mark VII de luxe saloon, choice two, both specimen.—Below.

£666 !!!—1951 Jaguar Mark V 3½ de luxe saloon, bodywork spotless, interior beautiful, two owners, mint condition.—Below.

£577 !!!—1949/50 Jaguar Mark V 3½ de luxe saloon, excellent vehicle, also choice two others and a Mark V 2½-litre saloon.—Below.

£444 !!!—1949 Jaguar 3½ de luxe saloon, only two owners, magnificent, choice two.—Below.

£444 !!!—1947 Jaguar 1½ de luxe saloon, about 35,000 miles, beautiful condition.—Below.

£444 !!!—1949 Jaguar 3½ convertible, magnificent value and outstanding condition.—Below.

£295 !!!—1939 Jaguar 3½ convertible, looks and runs as well as Jaguar advertised above.—Below.

£235 !!!—1938 Jaguar 3½ de luxe saloon, looks and runs like post-war vehicle.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley. Finchley 6222-3-4. (East Finchley Underground.) [C2052

£1025—1953 (May) Jaguar Mark VII saloon, blue, blue upholstery, recorded mileage 12,000, fitted radio, heater, wing mirrors and other extras, an immaculate specimen of this most attractive car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

JAGUAR Mark VII saloon, 1954, battleship grey with red interior, fitted overdrive, exceptional condition throughout; £1,275.—Weybridge Automobiles, Ltd., Queen's Rd., Weybridge 235. [7292

1952 (October) Jaguar Mark VII saloon, black, fitted radio, beautifully maintained; £875.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1947 Jaguar 1½ S.E. saloon, black, radio, engine, gear box, overhauled, excellent condition; £395; terms.—Harden, 19, Victoria Rd., Crawley, Sussex. [7005

1950 Jaguar Mark V, H.M.V. radio, silver, red leather; fine performance; £575; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

1951 XK120 sports roadster, unraced, exceptional condition throughout; £695; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3054

XK120 f.h. coupe, black with red leather, fully modified inc. wire wheels, many extras, radio, Michelin X, etc., 25,000 miles; £1,150.—Tel. Harrow 7744. 9.30-5.30 week-days. [6845

1954 Jaguar Mk. VII, black, red leather, fitted radio, heater, 18,000 miles, one owner, taxed; £995; terms, exchanges.—Humphris (Oxford), Ltd., 59, St. Clements, Oxford. Tel. Oxford 2719. [6867

1954 Jaguar Mk. VII saloon, 16,000 miles, one owner, every conceivable extra, including de luxe radio, seat covers, heater, Marchal fog lamps; £1,275.—A. Owen (Hendon), Ltd. Col. 3185. [7148

1955 (March) Mark VII M type saloon, overdrive, grey/brown upholstery, 3,000 miles, unsoiled; £1,500, part exchange, hire purchase.—Walker & Ward, Ltd., Warwick Place, Cheltenham. Tel. 3814/6. [6874

XK120 drop head, grey, late 1953, genuine mileage 15,000, mechanically and externally as new, wire wheels, luggage grid; £1,150 or nearest.—Middleton-Hands, Long Compton, Warwicks. [6919

1954 Jaguar Mark VII saloon, grey, red leather, radio and many other extras, perfect condition; £1,245.—Bells Service Garages (Jaguar Agents), 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

XK120 1951, in beautiful condition, with many extras, just fitted new clutch and tonneau cover, black with red and cream upholstery, unraised and unmodified; £725 o.n.o.—Bridgewater, 25, Melbury Court, W.8. Wes. 5368. [7257

JAGUAR Mk VII saloon, birch grey with grey leather, one owner, immaculate throughout; £875; part exchange and hire purchase if required.—Murkett Bros., Ltd., Jaguar Main Dealers, Huntingdon Rd., Cambridge. Tel. 3226. [6991

1953 Jaguar Mark VII saloon, 12,000 miles only, finished in black with red leather upholstery, indistinguishable from new; £1,145.—Haig's Motor Co., Ltd., Granada Rd., Southsea. Tel. Portsmouth 32267. [7114

1953 XK120 convertible, special equipment, finished in British racing green, red interior, full history having been maintained by us, one of the best examples offered; £1,095.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 (Dec.) Jaguar Mark VII saloon, black with tan upholstery, H.M.V. radio fitted, 22,500 miles only, and in really specimen condition throughout, clutch and front suspension overhauled recently and whole car in mechanically first-class condition; offered at the competitive price of £845.

H. E. NUNN & Co., Ltd., 282, Bury New Rd., Manchester, 7. Tel. Broughton 2201. [6945

ACRES offer; 1953 model Jaguar Mark VII saloon, bottle green, and brown hide, heater, radio, taxed year, speedometer reading 17,000 miles, undoubtedly genuine, beautifully kept and maintained by an extremely careful owner; this magnificent vehicle must be seen and tried to be really appreciated; £995 secures.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1952 Mark VII 3½-litre Jaguar, blue, blue leather, total mileage believed to be under 30,000; £900; XK120 considered in exchange; terms if required. —Northwood Park Drive, Wickford, Essex. Tel. Wickford 3180. [6668

1955 (March) XK140 Jaguar fixed head coupe, lavender grey with red upholstery, overdrive and other extras costing over £1,700, mileage under 2,000 and licensed to end of year; £1,575.—Torquay Motors, Ltd., Torwood St., Torquay. Tel. 7591. [7214

JAGUAR XK120 2-seater, finished suede green, first reg. Jan., 1952, fitted heater and radio, 21,000 miles, good tyres, XK140 modifications fitted at a cost of £185, an extremely good car; price £825.—Peppers Garage (Nantwich), Ltd., London Rd., Nantwich, Cheshire. Tel. Nantwich 5591. [6979

1951 Jaguar Mk. V 3½-litre drop head coupe, green, very recent recond. engine, hydraulically operated windows, Michelin X tyres, radio and many other extras, an immaculate car; must be seen; 3 months' guarantee, any inspection invited.—£735.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

APPLEYARD OF LEEDS, Ltd., offer Ian Appleyard's own Mark VII saloon, SUM.7, winner Silverstone Production Touring Car Race 1954 and Monte Carlo Rally Team Prize 1955, overdrive model, first registered April, 1954, now fitted with M-type engine and suspension, high-geared steering, close ratio gear box, racing tyres, extra wiper, swivelling signpost light, many other rally extras, 13,000 miles only, white with dark blue upholstery, a famous car in perfect condition; £1,325.—Appleyard of Leeds, Ltd., North St., Leeds 32731. [7087

Jaguar Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SCOTT CARS

URGENTLY require Jaguar Mark VII cars; also Buicks, Chevrolets, Citroens, Studebakers.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [W4016

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

ALMOST new Jaguar required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

URGENTLY required, latest model Jaguar, type M.—Anty, "Threeways," Pirshaw Rd., Meols, Wirral, Cheshire. [7010

XXX—Excellent cash prices for good Jaguar cars—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. [0563/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

JEEP

JEEPS!!!—Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd. Tel. Winchester 2955. [C1010

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS, private or commercial, all spares.—F.W.D. Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0820/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

1947 Willys Jeep, utility body, most excellent condition; £75.—Smith, Antwoods, Staverton, Nr. Cheltenham, Glos. Tel. Churchdown 2137. [7239

79gns.—Jeep (Willys), registered 1950, enclosed body, spare wheel; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BRITAIN'S leading Jeep specialists now offer the first diesel-powered Jeep, fitted with new Perkins P.4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to:—

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

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REBUILT Jeeps (full guarantee equivalent to a maker's); own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

WILLYS Jeeps, sales, service, genuine manufacturers spares.—All enquiries to sole appointed British concessionaires (see also under New Jeeps).—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0852/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0335/R

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ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [C4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738 [C3066

JENSEN

1953 Interceptor saloon, with many modifications, special 3-carburettor head, Servo brakes, etc.; low mileage, one owner, dark blue, red interior, a perfect car; £1,750.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

£375—Jensen V.8 drop head foursome coupe, exceptional condition, extremely attractive; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

JOWETT

WM

WELBECK MOTORS for Jowett:—

THIS week we offer a most comprehensive range of Jupiters:—

FIRST, a black 1953 (November) Jupiter Mark Ia (opening boot); mileage 11,000, show-finished engine; £725.

SECONDLY, a 1953 Jupiter Mark IA, ivory, radio, mileage 20,000; £630; the first low-priced Jupiter Mark IA for months and months.

THIRDLY, a 1953 Jupiter Mark I, ivory with red leather, mileage 14,000; £595.

ALL the above have, of course, full Series III engines.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (near Baker St. Station), Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. [C4049

CAR MART, Ltd.

1951/52 Jowett Javelin saloon, black with beige upholstery; £525.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

CLARKE'S OF PIRBRIGHT, Ltd.

THE Jowett Centre of the South.

1952 Javelin de luxe saloon, one owner, beige with red leather, recent engine overhaul; £495.

24hr. service; we never close (open throughout the week-end).

PIRBRIGHT, Surrey. Brookwood 2201-2. [C1049

WOKING MOTORS (Mercedes Distributors).

1953 series III Javelin de luxe saloon, low mileage, one owner, black/brown; £565.—Maybury Hill Garage, Woking 4277-8. [C4057

SLOCOMBES, Ltd., for cars with unique guarantee:—

1953 Jowett Jupiter 2/3-seater convertible, recorded mileage 15,000, fitted heater, finished in red, splendid performance; £595; part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

1951 Jowett Javelin saloon, one owner from new, a remarkably nice car; £475.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1951 Javelin de luxe saloon, grey, loose covers, carefully maintained, taxed; £485.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [7105

1951 Jowett Javelin, Mk. II, heater; £475.—A. Owen (Hendon), Ltd. Col. 3185. [7143

1949 Javelin, resleeved, new crankshaft, rear axle, tyres; £375.—Potters Bar 5980. [7217

1952 Jowett Javelin saloon, beige with beige Vynide interior, engine overhauled; £525.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C5082

1951 Jowett Jupiter, special sports coupe, heater; £585.—A. Owen (Hendon), Ltd. Col. 3185. [7142

£495!!!—1951 Jowett Javelin saloon de luxe, fitted heater, excellent coachwork in smart maroon finish, extremely good order mechanically.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue; showrooms open until 8 p.m. [C1035

1951 Javelin de luxe saloon, turquoise with beige hide, very good condition, extras; £450.—45, Riefield Rd., Eltham, S.E.9. Eltham 2729. [7216

1936 Jowett Weasel open sports 4-seater, 7hp, all reconditioned, very economical, new tyres; £140.—3, Tudor Rd., Upper Norwood, S.E.19. [7031

£444!!!—1950 series Jowett Javelin de luxe saloon, only two owners have nursed this vehicle, bodywork like new, interior spotless, about 36,000 miles, but looks like 10,000.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley. Finchley 6222-3-4. (East Finchley Underground.) [C2958

JOWETT

1954 (March) Jupiter Mark Ia (opening boot), heater, 9,000 miles, genuine bargain; £675.—Richards & Carr, Ltd., 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1952 Javelin, really immaculate one-owner vehicle which is open to anybody's inspection, mileage 19,000; £495!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1949 Jowett Javelin saloon, bronze, fawn leather, heater, recent extensive overhaul, car in excellent condition; £395.—R. S. Mead (Sales), Ltd., 43, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

1951 (Nov.) Jowett Javelin de luxe, black/brown leather, heater, recon. engine fitted December, 1954; £499; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1953 Jowett Javelin de luxe saloon, turquoise blue, beige leather, moderate mileage, in exceptional condition throughout; 3 months' guarantee; £625.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1952 Javelins, condition as new, under 20,000. Undersealed, Mark II, beige, £485; as above, coppered heads, tuned Mark III, dual exhaust, balanced wheels, P700s, black, private, £535.—226, Fox Hollies Rd., Birmingham, 27. [7226

13853 miles (certified) Jupiter 2-seater, September, 1952, one owner, spare unused, green, heater, continuously serviced by Jowett distributors, spotless, as new; £565.—Speedsters, Ltd., Cross Oak Lane, Salfords, nr. Redhill, Horley (Surrey) 683 until 10 p.m. [C4020

Jowett Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country, are in very urgent need of low mileage as-new 1953 or 1954 full Series III Javelin de luxe. [W4049

JAVELIN and Jupiter wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424.

ALMOST new Jowett required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ONE low mileage 1953-4 Javelin required.—London Cars, 392-6, Greenford Rd., Greenford, London. Waxlow 2643/4407. [C2057

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Bradford. Tel. Idle 341. [0794/R

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON - ON - THAMES. — Jowett agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4053

EAST Anglia.—For all Javelin and Bradford spares —Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

GORDON CARS (LONDON), Ltd.—Specialist service, all Jowett models; largest spares stock in south.—7-9, Russell Parade, Golders Green, N.W.11. Spe. 9761. [0135/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Arm, Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0710 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1930-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 3641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

Kaiser Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Kaiser buyers.—Wembley 8691/3903. [W4015/R

LAGONDA

GORDON CARS for good cars:—

1951 Lagonda 2.6 saloon, black; £995.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025

RAPIER 1936 d.h. coupe, honeychrome bores; £200.—Slough 21169. [6901

DAVIES MOTORS, Ltd. (Managing Director J. E. Davies, 10 years service manager to Lagonda, Ltd.).

1938 4½-litre independent suspension 4-door sports saloon, radio, heater, recent complete engine overhaul; £595.

273, London Rd., Staines. Tel. 4211-5. [C1080

1936 LG45 pillarless saloon, an excellent example; £190, £65 deposit; exchanges.—R. J. Searle, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C4060

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

BROOKLANDS: Lagonda Distributors.

1955 models, 2-door, 4-door saloon; drop head coupe available, demonstrations.

1955 Lagonda 3-lt. 4-door sal., 2,000 miles.

1954 Lagonda 3-lt. Tickford d.h. coupe, blue.

1954 Lagonda 3-lt. saloon, 6,000 miles, blue.

1952 Lagonda 2.6-lt. saloon, radio, bronze.

CONFIDENTIAL terms; guarantee.

103 New Bond St., London, W.1. Mayfair 6351. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461/2/3, offer:—

1951 Lagonda 2.6-litre saloon, finished dark blue, light blue leather, heater, radio, not yet run in after engine overhaul, immaculate condition throughout; £995, maximum h.p. terms available. [C1001

195 gns.—Lagonda 1936 LG45 4½-litre saloon, sliding head, leather, twin Scintillas, P.100s, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Lagonda 1934 4½-litre sports saloon, sliding head, leather, P.100s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

LAGONDA V12 medium chassis saloon, 1939 model, in excellent condition throughout, very real value for £450.—Frank Grounds, Ltd., 182/6, Lichfield Rd., Aston, Birmingham, 6. East 1763. [7115

£150—1938 (Sept.) 16/80 saloon, excellent condition, 28mpg, super tyres, batteries; would part exchange 1935/36 saloon Bentley.—102, Preston New Rd., Blackpool. [7212

V.12 Lagonda 1938 saloon, works reconditioned engine £250, gear box £75, complete overhaul with new parts where necessary £175, total cost £500, coachwork and upholstery almost as new; accept £585.—SWANMORE GARAGE, Ltd., 1,176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43344. [C4024

ROSE & YOUNG, Ltd., offer:—1938 Lagonda V.12 short chassis drop head coupe fitted loose covers, Sanction 11 engine, £545.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

LAGONDA 2½-litre 1951, 28,000 miles; this black saloon is fitted with heater, spot lights, screen washers and many other refinements, and is in exceptionally good condition; offered for £850.—A. G. Potter, Ltd., Framlingham, Suffolk. Tel. 215. [6865

1953 series Lagonda Mark II, 2.6-litre saloon, finished black with beige leather interior, complete with heater, H.M.V. radio, windscreen washers and all usual Lagonda accessories, maintained from new by one titled owner, this car is in magnificent condition throughout; £1,395.—Mulhall Service, Ltd., 55, South Edwardes Square, Kensington, London, W.8. Western 2269. [6826

LAGONDA de ville, July, 1937, 4½-litre, 30hp straight six, fitted Ace discs, dual note horns, self-jacking system, Scintilla twin magnetos, all new tyres, also unlimited extras; the coachwork and chromium interior, and whole car immaculate, engine, chassis, gear box, perfect, late property of a fastidious owner, who has purchased new Bentley; price £595, terms if required.—Tel. Reading 2237 or call, Kingsway Motors, 26-30, Caversham Rd., Reading. [7247

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.). Specialists in all aspects of service.—273, London Rd., Staines. Tel. 4211-5. [0590/R

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

A GOOD selection of Lanchester 14 saloons available.—STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

TANKARD & SMITH (DUFF, MORGAN), Ltd.

LANCHESTER 10, 1947, excellent order, maroon, recellulosed; £415.

PART exchange, h.p., A.A. insps., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 6494. [7294

1953 (July) Lanchester 14 saloon de luxe, 12,000 miles genuine, spare unused, £895.

RIPCO, Ltd., (Lanchesters Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C5052

1953 Lanchester 14 saloon, exceptionally good condition; £950; dep. £20 and 36 mthly hiring rtls. inc. tax and ins., £36.5 (deposit returnable).—COODEN ENGINEERING Co., Cooden, Bexhill. Tel. Cooden 600. [6859

1947 Lanchester 10 saloon, grey, excellent condition, heater; £450.—Keeper's Lodge, Tilford Rd., Farnham, Farnham 4553. [7011

1953 Lanchester 14hp saloon, black with brown leather upholstery, 12,000 miles only, one owner from new, taxed for the year; £925.—Coventry & Jeffs, Ltd., Bristol 20091. [7091

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WALKER & WARD, Ltd., are cash buyers of good post-war Lanchester L.D.10 saloons, particularly with Barker bodies.—Warwick Place, Cheltenham 5814/16. [6C24

Lanchester Cars Wanted

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

AROT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0257/R

LANCIA

CHARLES FOLLETT, Ltd., offer:—

LANCIA Augusta 4-door sal., first registered 1937, exceptional condition for age, large amount spent on repairs in recent years; £275.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1954 (model) Lancia Aurelia pillarless standard saloon, 9,000 miles, black, £1,650.—Below.

1951 (model) Lancia Aurelia pillarless saloon, grey; £1,050.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

1955 Lancia Appia 1,100cc saloon, virtually new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

LANCIA Aprilia (Jan., 1959), excellent condition throughout; £385 or offer.—Chamberlain, 36, Cuckoo Hill Rd. Tel. Pinner 9890. [7163

AUGUSTA, 1936, exceptional specimen, £160, £50 deposit; Aprilia, 1937, rebuilt at a cost of £100, £320, £100 deposit; exchanges.—R. J. Searle, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C4069

J. H. BARTLETT.—Lancia, 1954 series Aurelia saloon, one owner, almost unmarked, now reduced to £1,650, cost over £2,800, genuine bargain; exchange and deferred terms.—27, Pembridge Villas, W.11. Bay 0523. [C1013

1939 Aprilia saloon, leather upholstery, over £85 spent 1955 engine overhaul, new valves, springs, water-pump, brakes relined, 40mpg with performance and comfort; £350 o.n.o.—J. H. Slater, Aigburth House, Topcliffe, Thirsk, Yorks. [7229

1939 Aprilia saloon, over £1,000 spent by owner on post-war mods., including new series II engine, front end, etc., reconditioned gear box and rear end, new crown wheel and pinion, roof rack, wind horns, screen washers, new wipers, new tyres, genuine 80mph, 50mpg; £475.—Theydon Motors, Theydon Bois 2100, Essex. [7218

Lancia Cars Wanted

BARTLETT will pay more for good Lancias.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

GOOD Lancia required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

LEA-FRANCIS 1949 sports, recently overhauled, one owner; £420.—Tel. Amb. 5366. [7241

CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1952 (reg. '51) Lea-Francis 14hp sports saloon, black/brown; £550.—Wheelers (Newbury), Ltd., Newbury, Berks. Tel. 1020. [7062

1950 Lea-Francis, one owner, black, brown leather upholstery, spacious body and boot, moderate mileage, good tyres and condition; no dealers; price £500.—Tel. Bracknell 520. [7275

1950 Lea-Francis saloon, one owner, black, brown leather, sunroof, very good appearance; excellent mechanical condition; £535; written guarantee; terms; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4, anytime. [C4065

£585!!!—1951 Lea-Francis 14hp sports saloon; this vehicle with speedometer reading 17,000 is beautiful; drive it! It's outstanding; open the door! It practically smells brand new inside; costing £1,800 barely 4 years ago, it's magnificent value!

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0335/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R

LIMOUSINES

ROWLAND SMITH'S for limousines.

145 gns.—Austin 16 1936 Chalfont 7-seater limousine, black, blue leather, face forward occasionals, sliding division; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DAIMLER 4½-litre 7-passenger limousine (1939), black; £525.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022

1946 Humber Pullman limousine, black, partition, occasionals, immaculate; £425.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [6505

A & S 7-Passenger, £325 Morris Oxford, 18hp Austin £325, 16hp Austin Hirecars £650, Sheerlines, Humbers from £595, Packards, Cadillacs, Rolls.

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

FORWARD occasionals, 1951 Oxford de luxe, 6 windows, excellent order, economical, £645; Austin Hirecar, 1952 (Oct., 1951), private owner, 28,000, heater, £765.—11, Kendrick Place, South Kensington 6916. [C1103

1953 (Jan.) Humber Hawk touring limousine, black, fawn leather, heater, taxed year, one careful owner, ideal director's town car; £695.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

PRIVATELY owned 7-passenger 1950/1/52 Humbers, competitive prices; 1951 18 Armstrong, £845; Vauxhall 25hp, 1937, wonderful mechanically, immaculate, £370; Rolls-Royce 25hp, swept tail, £245.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1105/1

37000 authenticated miles, 33hp Packard limousine, 14th series, one owner from new, and driven by the same chauffeur since delivery in June, 1936, winding division, face-forward occasionals, black, original cellulose, in magnificent condition, blue hide in front and West of England cloth in rear; original cost £1,400; offered taxed until Sept. at £395.—Lee Green 4555. [7269

LINCOLN

SIMPSON'S offer:—

1947 Lincoln Continental, radio and heater, electric windows and seats, all other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1954 model Lincoln Capri convertible coupe, actual Show model, 5,000 miles only, ivory, leather interior, dual range, hydromatic transmission, power-operated steering power brakes, electric hood, windows and seats, spare wheel unused, as new.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4087

LINCOLN Zephyr, 1938, first reg. '47, one previous owner, immaculate, silver grey, blue, radio, heater, many extras; £210 o.n.o.—Syd. 3819. [7194

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd.,

MERCEDES-BENZ wholesale and retail distributors, offer several

1954 type 180 saloons from £1,195, also pre-war type 540K cabriolet, £395.

ALSO 1949 type 170S saloon, £595. Several new models in stock, immediate or early delivery, including the latest type 220A; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. [C4035

300B saloon, leather, radio, 4,000 miles, as new, £2,850.

NEW and unregistered 170 diesel; £1,295.—Mansfield Autos, Ltd., 48, Pitfroy St., London, W.1. Euston 2587. [C3001

BROOKLANDS.—Mercedes London wholesale and retail.—103, New Bond St., W.1. Mayfair 8351.

1939 14hp 170V l.h.d. saloon, an excellent specimen; £150, £50 deposit.—R. J. Searle, Ltd., 25, Church St., Hampton. Molesey 2142-3. [C4069

1955 Mercedes-Benz saloon 220A, grey with brown hide upholstery, delivery mileage only.—Toby Motors, Regent Rd., Great Yarmouth. Tel. 3273. [7050

1955 Mercedes-Benz 180 model, black with red interior, 400 miles only; £1,525.—George Sykes and Sons (Engrs.), Ltd., Huddersfield 6243/4. [6841

1955 (June) Mercedes 220A, latest model, mid-green, pale green hide, under 500 miles, brand new condition, taxed, rare opportunity, any trial, private owner.—Box 5055. [7184

£285!!!—Mercedes-Benz 14hp de luxe saloon, 4-cylinder, independent suspension, first registered 1949 but probably last pre-war model in post-war condition.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1954 (July) Mercedes-Benz 180, finished special two-tone grey, seat covers, twin fog lamps, screen washer, etc., in superb condition; £1,325.—Robbins, East Putney. Tel. 7861. [C3010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MERCEDES-BENZ

MERCEDES 200, 1.9 litres, d.h., 1937, cream, upholstered pigskin, engine completely overhauled June, 1954, brakes and transmissions just overhauled, Fram, oil coil, new battery; £260.—Green, Little Orchard, Weald Way, Caterham 3781. [6974

ROSE & YOUNG, Ltd., offer: 1954 Mercedes-Benz Type 300 de luxe saloon, 12,000 miles, spare unused, fitted radio with twin speakers, indistinguishable from new, black with beige leather; £2,295.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1936 Mercedes-Benz type 500 2-3-seater cabriolet, this is a really superb example finished in black with red leather interior and carpets to match, all of which are original and unblemished, twin spare wheels fitted with new tyres, this is a right-hand drive and is exceptionally docile, yet capable of over 100mph if desired, this particular example is specially tuned for economy and will average 12-15mpg at normal cruising speeds, this car must be seen to be appreciated and driven to sample the marvellous comfort and road holding, the steering and braking are beyond compare, fitted many extras and taxed for the year; £450.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

BENTALLS, Ltd.

1953 M.G. 1¼-litre saloon, black, red upholstery; £675.—Kingston-on-Thames. Kingston 1001. [C1093

CAR MART, Ltd.

1953 M.G. T.D. Midget 2-seater, red with beige upholstery; £550.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

VINTAGE AUTOS.

1948 M.G. T.C. 2-seater, loose covers, B.R.G., excellent condition; £365.

66, London Rd., Tooting. Tel. Mitcham 3951, 5452. [C4079

ZENITH MOTOR Co. offer:—

1955 (March) M.G. T.F. sports, 1,500cc engine, grey/red leather upholstery, extras include H.M.V. radio, tonneau cover, Underseal, twin spot lamps, taxed; this is an immaculate one-owner car, supplied and maintained by ourselves, recorded mileage 2,900; £725.—Ste. 4285, 10 lines; 591, Commercial Rd., London, E.1. [6869

B. J. HUNTER, Ltd., offer:—

1951 M.G. T.D. 2-seater, tuned and maintained by engineer; £525.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GUY SALMON AUTOMOBILES offer:—

1953 M.G. 1¼-litre saloon, metallic grey/red leather, fitted several extras, genuine 17,000 miles from new, one owner; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 M.G. 1¼-litre saloon; £475.—Below.

1953 M.G. 2-seater T.D., sports; £545.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3089

CLUBMAN AUTOS, Ltd., for M.G. Midgets:—

1952 T.D. M.G. 2-seater sports, grey, with red leather, luggage rack, spot lights, recent overhaul, excellent condition; £495.

1974 T.C. black 2-seater sports, extensive overhaul; £365.

1938 T.A. black and cream 2-seater sports, good mechanical condition; £255.

P.A. M.G. 2-seater sports, 8hp, red, recent overhaul; £155.

P.B. 4-seater sports, excellent condition for year, two-tone green; £175.

1938 (Oct.) T.A. M.G., many extras, spotless condition; £275.

1937 T.A. 2-seater sports, green, outstanding example, recent expensive overhaul; £265.

138—142, High St., Tooting, S.W.17. Bal. 3484. [C1095

PARADE MOTORS (MITCHAM), Ltd., offer:—

1947 M.G. T.C., green with green upholstery, fitted oversize wheels and gears, luggage carrier, in superb condition; £370.

1947 M.G. T.C. green, a really beautiful motor car; £360.

1946 M.G. T.C., black with red upholstery, fitted windscreen washer, luggage carrier, windtone horns; £355.

1939 M.G. T.A. drop head coupe; £295.

1937 M.G. T.A. red, fitted with many extras; £245.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

SLOCOMBES, Ltd., for cars with unique guarantee; M.G.s, selection from stock of:—

1935 P.A., mid-grey, reconditioned engine will be fitted for purchaser at £245.

1937-8 T.A., finished in red, good all-weather equipment, tidy interior trim, looks and runs like 1947, with complete check in our workshops; £275.

1954 T.F., immaculate red, maintained by one careful owner, in as new condition throughout, special suspension, recorded mileage under 16,000; £665.

1937 T.A., not the best in the country but good value at £255; and several others, including V.A.s and T.C.s, etc.

PART exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

M.G.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—

1946 M.G. T.C. 2-seater, finished black, green leather, heater, twin-tone horns, immaculate condition throughout; £375. Maximum h.p. terms available. [C1001

T.F. M.G., 1954, 10,000 miles, green and cream, for sale.—Apply Chobham 46. [6963

1947 M.G. 1¼ saloon, recently overhauled, in excellent condition; £475.

JACK GREEN CARS (LONDON), Ltd., 191-3, Walworth Rd., S.E.17. Rodney 7111-2. [C2088

1954 (July) M.G. Magnette saloon, export model, 12,000 miles, as new; £795.

RIPCO, Ltd., (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

£299!!!—1939 2.6-litre M.G. sports saloon; opportunity to acquire quality sports car.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1946 T.C., black and beige, immaculate condition; £340.—98, Albert St., Newark, Notts. [6824

£285—1½-litre 1938 V.A. saloon, green, carefully maintained.—Box 4273. [6814

1955 M.G. Magnette, 3,400 miles only, radio, heater, underseal, etc., as new.—Below.

1955 M.G. T.F. roadster, 1500cc engine, 2,800 miles, as new; B.M.C. guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

M.G. T.B., tuned stage 1a, B.R.G., very good condition; £275.—40, Roxborough Rd., Harrow. [7019

1938 M.G. 1½-litre VA coupe, black, radio, Windtones; £235.—Vigilant 6500. [7198

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0396/R

BEARTS of Kingston, M.G. specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

JUNE 1954 M.G. T.F., grey/red hide, as new, lady owner-driver; £630 o.n.o.—Lee Green 4297, after 6 p.m. [7234

545 gns.—M.G. Midget, 1953, T.D. 2-seater, red, red leather, carefully used; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget 1947 T.C. 2-seater, British racing green, Windtone horns, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead ,Hampstead Tube), Hampstead 6041. [C4018

1952 M.G. 1¼-litre saloon, black, low mileage, perfect example; £615.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6951

1954 M.G. T.F., 14,000 miles, red, red leather, one owner, taxed, extras, immac. condition; bargain, £610.—Tel. Wanstead 8796. [7250

1947 M.G. T.C. sports 2-seater, black and green, recent new engine, many extras, immaculate condition throughout; £365.—Prospect 4424. [7108

£295 o.n.o.—1938 V.A. drop head, above average, recent bills; £180.—Farrer-Halls, 8, Oatlands Close, Weybridge. Tel. 2013. [7160

1955 M.G. Magnette (July), maroon/maroon; best offer, exchange considered.—159, Walton Rd., Chesterfield. Tel. 3708. [7002

1937 M.G. T.A., black, red leather, upholstery in very good condition.—Lewis, 2, St. George's Rd., Bedford. Tel. Bedford 5593. [6891

JACK ROSE, Ltd., offer 1953 M.G. T.D. in silver and red leather, one owner, many extras; £545.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

£215 minimum.—M.G. P.A. 2-seater, fitted competition engine, beautiful condition.—Emberbrook 5722. [7175

1954 M.G. T.F. 2-seater, 6,000 miles, radio, absolute specimen car, one owner; £685.—A. Owen (Hendon), Ltd. Col. 3185. [7147

1937 M.G. 2½-litre d.h. coupe, very attractive; £195.—Norman Autos, 544-554, London Road, West Croydon. Thornton Heath 4657. [C4089

1953 (February) 1¼-litre saloon, maroon with beige, a fine specimen of this model, one owner; £635.—R. C. Wimbush, Ltd., 512, Earls Court Rd., London, S.W.5. Frenastie 8401-3. [C3056

1951 M.G. 1¼-litre saloon, sand/beige, screen washers; £495; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1947 M.G. T.C. sports, black, red leather, one owner only, 21,000 miles, well above average throughout; £565.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. [7285

1938 2-litre sports saloon, black body, cream interior, in excellent condition throughout, well above average; £185; exchanges.—Tann, 18, Edenfield Gdns., Worcester Park, Surrey. Tel. Der. 9754. [7279

1939 M.G. 2.6-litre drop head foursome coupe, pale blue, faultless runner, smart appearance; £275 or £92 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MAGNETTE, 1955, 5,600 miles, unmarked, heater, radio, seat covers, taxed to December (new about £980); at £960, terms, exchange.—Tarrant & Frazer, 19, Winchester Mews, N.W.3. Pri. 6159. [C4100

1954 M.G. T.F. sports, black, one owner, very clean, any inspection invited; 4 months B.M.C. guarantee; £695.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

J. H. BARTLETT.—M.G. 1950 Y-type saloon, super condition, £495; M.G. 1948 T.C. 2-seater, reconditioned engine, £375; M.G. 1938 2-seater, exceptional condition, £215.—27, Pembridge Villas, W.11. Bay. 0523. [C1015

1939 M.G. T.A. sports 2-seater, good; £265; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 6994. [C3059

1949 (Dec.) T.C., cream, immaculate condition, replacement engine, twin fog lamps, new hood, sidescreens, tonneau cover, taxed, must sell called up, £395.—Lyons, Tomswood Lodge, Tomswood Rd., Chigwell. Buckhurst 3161. [6895

M.G.

ACRES offer: 1951 (October) M.G. T.D. roadster, black and red leather, many extras, 25,000 miles only by an extremely careful engineer owner, never raced or rallied, practically unmarked and as new; £515 secures. [C1002

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

ROSE & YOUNG, Ltd., offer: 1955 M.G. Magnette saloon, fitted H.M.V. radio, chrome rims, screen washers, undersealed, etc., 1,000 miles only, as new, black; £965.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1953-4 M.G. T.D. 2-seater, finished in the original and unmarked green with fawn leather interior, this car is in really immaculate condition, fitted all new tyres, spare unused, twin chrome exterior mirrors, Radiator blind, chrome reversing light, Lucas chrome long-range spot lamp, taxed yearly, mileage 26,000, this car has been fitted with rubber carpets from new and the original are unmarked, a genuine specimen example, any trial, immediate hire purchase; £530.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground Dollis Hill Stn. [W4017

ALMOST new M.G. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [W1095

URGENTLY required, 1947-55 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8580

JACK ROSE, Ltd., require immediately M.G. Magnettes and T.F. cars.—Stafford Rd., Wallington, Wall. 6677. [W3056

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—553, Finchley Rd., N.W.3. Hampstead 5712. [W1052

WANTED, nearly new M.G. Magnette, small mileage, distance no object; details and price.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON.

WE specialize in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used; valves, springs, guides, gaskets, road springs, brake linings and cables; stage I and II Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. [M1071

M.G. spares, most parts in stock for all models 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0455/R

MORGAN

WM WELBECK MOTORS for Morgans:—

1955 (May) Morgan foursome drop head coupe (the latest and rarest model of all), blue with black interior, delivery mileage only, original cost nearly £900; now available at £800:—

1953 Morgan open 4-seater, green, mileage 20,000, innumerable extras; £555:—

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker Street Station). Welbeck 1139. [C4049

1949 Morgan 4/4 2-seater, immaculate order throughout; £385.—Bradley Motors, Bradley, Huddersfield 2438. [7158

1937 Morgan 4/4 2-seater, re-sprayed and in excellent condition; £200 o.n.o.—Apps, Rose Villa, Goudhurst, Kent. [7191

MORGAN 4/4 2-seater 1939, B.R.G., excellent condition; £225 o.n.o.—Rodwell, Fair-Oaks, W. Monkton, Taunton, Somerset. [7231

MORGAN 4/4 sports B.R.G., reg. 20-12-47, excellent condition, reconditioned engine, 4 new tyres, taxed Dec.; £350.—Limb, Stainfield, Wragby, Lincs. [7178

1938 Morgan 4/4, mechanically excellent, good hood, screens, battery, most attractive cream and red coachwork; seen London; taxed, insured; £175.—Box 5028. [7041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

525 gns.—Morgan Plus 4 1953 drop head coupe, small mileage, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£675 !!!—Plus 4 2-seater, 3 months old, 1,800 genuine miles, never raced, never diced, carefully run-in, genuine reason for sale; cost new £825. Repeat, our price £675. Taxed to December; terms or exchanges.—John Ewer Motors, 26, Rosslyn Hill, Hampstead, N.W.3. Ssw. 2020. [6626

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn.

CLUTMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138 142, High St., Tooting, S.W.17. Bel. 5484. [W1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [0514/R

MORRIS MINOR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (December) Morris Minor 4-door de luxe saloon, black, red leather, heater, low mileage, excellent condition; £565.

1953 Minor convertible, black, many extras, immaculate; £510.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

NEWNHAMS, Ltd.

1953 Morris Minor tourer, excellent condition throughout; £485.

NEWNHAM House, 235 7 9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

AUTOMOBILIA, Ltd., offer:—

1950 Morris Minor foursome convertible coupé, green, beige, low mileage, excellent condition; £595.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504. [C1069

H. BEART & Co., Ltd., offer:—

1952 Morris Minor convertible, nominal mileage; £465.—102, London Rd., and High St., Kingston-on-Thames, Kingston 5348. [C1081

PHŒNIX MOTOR Co. (SURREY), Ltd.

1954 Morris Minor 4-door de luxe saloon, black with red interior, 22,000 miles only; £575.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

CLARKES OF PIRBRIGHT, Ltd., offer:—

1955 Morris Minor tourer de luxe, beige, red leather, 1,600 miles; list price £...

PIRBRIGHT, Surrey. Brookwood 2201-2. [C1049

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Morris Minor 2-door saloon, 18,250 miles, one owner, taxed; £495.—Watford Way, Hendon Court, N.W.4. Tel. Hendon 8084-5. [C2054

TANKARD & SMITH (DUFF, MORGAN), Ltd.

MORRIS Minor, 1953, grey red upholstery, paintwork and mechanically perfect; £495.

MORRIS Minor 1951 convertible, beautiful condition; £445.

MORRIS Minor 1953 ohv 2-door saloon, green, one owner, like new; £525.

PART exchange, h.p., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7295

1953 Morris Minor tourer, excellent condition; £465.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121. [C3058

1952 (June) Morris Minor convertible, blue, £465 below.

1952 Morris Minor 4-door saloon de luxe, grey, one owner; £485.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1953 series Minor saloon, black red, low mileage, one owner; £520.—Odeon Motors, Ltd., Bar. 1144. [C3028

£425.—Morris Minor convertible, 1950, radio, heater, exceptionally good throughout.—Many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1955 (Jan.) Morris Minor 2-door saloon, heater, wing mirrors, licensed to Dec., one owner, as new; price £585.

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath. Erith 2629. [6251

1952 (November) Morris Minor saloon, low mileage, immaculate; £495.—Jack Pozner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1955 Morris Minor 4-door de luxe saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Minor de luxe Traveller's car, grey, as new, privately owned; £645; clock, heater, taxed December.—Box 4756. [6170

525 gns.—Morris Minor late 1954 series II saloon, one owner, 7,000 miles, practically new; terms, exchanges.—Rowland Smith, below.

295 gns.—Morris Minor 1950 tourer, black, fawn upholstery; choice of 6 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MORRIS MINOR

1952 (November) Morris Minor, 4-door saloon, green, heater, 14,000 miles, one owner, best over £460.—Boxmoor 286. [7164

1951 Morris Minor 2-door, buff, lovely condition, 15,000, double-valve springs, silver top; £445, at Epsom. Tel. Ewell 1581 private. [7277

1952 Morris Minor saloon, grey with red leather upholstery, excellent condition throughout; £495; £125 deposit.

1951 Morris Minor convertible, black with beige leather upholstery, new hood, heater, etc.; £435, deposit £85.

1950 (model) Morris Minor convertible, recellulosed, excellent condition throughout; £395, £80 deposit.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-7-8. [C3083

1954 Minor de luxe Traveller's car, 8,000 miles, many extras, immaculate; £655.—Tolworth Motors, Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

1955 (Jan.) Morris Minor 4-door saloon, black, fitted heater and undersealed, low mileage and perfect condition; Stoke-on-Trent district; £610.—Box 4987. [6876

TWIN carburettor conversions, h/c head and high ratio rear axles give amazing performance; send for data and road tests. Demonstrations, h.p. terms, part exchange.

1954 Morris Minor 2-door saloon, larch grey, red interior, heater, etc., beautiful condition; £545.

1954 Morris Minor, ohv convertible, clarendon grey with red interior, heater, etc., 15,000 miles, in mint condition, complete with Alexander twin carburettor conversion; £575.

1951 convertible, reconditioned engine, heater, new seat covers, fully converted; £450.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

MORRIS Minor saloon, registered 1952, grey with pigskin upholstery, 1,200 miles only, absolutely original and perfect.—Tel. Sunnyhill 1646 after 6.30, no dealers. [7171

1954 Morris Minor, 2-door de luxe, black, mileage 3,950, heater, one owner, garage serviced, outstanding condition; £565.—Colts Bushes, Rawhook Hill, nr. Horsham. [7248

1953 (May) Minor, ohv engine, convertible, black, 21,000 miles, one owner; £485.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [C4056

1953 (Feb.) Morris Minor convertible (s.v.), one owner, taxed year, 18,000 miles; any trial; £439, exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2082

75 mph, 45mpg, twin carburettors, h/c head, 0-50 18.6 secs, data and demonstrations.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. [C1106

1952 Minor convertible, grey fawn interior, moderate mileage, outstanding condition; 3 months' guarantee; £465.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712 [C1052

1954 Morris Minor Traveller's car, grey, red leather, heater, 9,000 miles, one owner, exceptional; £645.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [5352

1953 Morris Minor 2-door saloons, guaranteed 6 months, choice of 3 from £500, h.p. up to 2 years.—34, Acre Lane, S.W.2. Brixton 4011, and 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901. [C4085/R

1954 Morris Minor convertible, small mileage, heater, many extras, excellent condition; £495; dep. £20 and 36 monthly hiring rtls. inc. tax and ins., £20/10 (deposit returnable).

COODEN ENGINEERING Co., Cooden, Bexhill. Tel. Cooden 600. [6857

1953 Morris Minor saloon, black, brown upholstery, one careful owner, low mileage, spotless condition; £515.—Hillwood Motors, Mill Hill (London) 4232. [6940

1955 Morris Minor 2-door de luxe special saloon, black, red leather, heater, overriders, Perfit loose covers, 3,000 miles, owner-driver only, immaculate condition, B.M.C. guarantee; £625.—Box 5056. [7168

14000 miles, Morris Minor 4-door saloon de luxe, grey, red leather, first registed Nov., 1952, and since carefully driven by one lady owner; £540.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C5011

1954 Morris Minor 4-door de luxe saloon, grey, red leather, one owner, 12,000 miles, in beautiful condition, taxed; £545.—London & Counties Motor Mart, Ltd., 79-91, New Kings Rd., Fulham, S.W.6. Renown 1183, Extension 50. [7074

WALTER SCOTT, Ltd., offer September 1952 Minor, 2-door saloon, export model, R.H.D. black, heater, low mileage, one owner; £475.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Primrose 5914. [C4006

1954 (Sept.) Minor Traveller's car, grey with red interior, heater and extras, 5,611 miles, condition as new; £615; terms and exchanges.—Whyflaw & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Pro. 4455. [6949

1954 (April) Morris Minor de luxe convertible, green and green leather, heater, wing mirrors, overriders, low mileage, car in excellent condition, taxed; £535.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

PRIDE & CLARKE, Ltd.—1954 Morris Minor 2- & 4-door saloons, low mileage, choice several from £529, 1953, low mileage, choice from £479.—Terms: 15% deposit, balance over two years; exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 4251. [C3066

XXX 1953 model (registered December, 1952) Morris Minor 4-door saloon, green with green upholstery, an absolutely unmarked, very low mileage, one-owner car; exceptional proposition at £525, written guarantee; terms, exchanges.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

MORRIS MINOR

MORRIS Minor saloon 1953 (September) 4-door model with leather upholstery, ohv engine, very low mileage, as new throughout; terms, exchanges; £545.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [7275

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Morris Minors.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

LOW mileage ohv cars wanted urgently, particularly convertibles.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [W1094

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Minor required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENT requirement for Minors.—Richards & Carr, Ltd., 85, Kinnerton St. S.W.1. Sloane 5424. [W3045

MORRIS EIGHT

TANKARD & SMITH (DUFF, MORGAN), Ltd.

MORRIS 8, 1947, series E, 4-door, new engine, beautiful condition; £350.

MORRIS 8, 1947, series E, 2-door, recellulosed, mechanically excellent; £335.

MORRIS 8, 1947, series E, paintwork and mechanical condition good.

PART exchange, h.p., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7297

1947 Morris 8, series E, overhauled; £325. Below.

1936 model Morris 8 saloon, very good mech.; £120.

SMITH & HUNTER, 376, Kensington High Street, W.14. Tel. Western 2312. [C4019

1939 Morris 8 series E, good condition; £250.—Bowes Park 2744, evenings. [6997

S.G.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:

1947 series E 2-door de luxe saloon, choice of two; £545.

1939 series E 4-door de luxe saloon; £265.

1939 series E 4-seater tourer, outstanding condition; £250.

1938 2-door de luxe saloon; choice of 2 from £180.

1938 4-seater tourer, outstanding condition; £185.

1937 4-door de luxe saloon; £165.

1937 4-seater tourer; £165.

AND other saloons and tourer in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7. (3 minutes Gloucester Rd. Tube). Western 3208. [C4063

£159 !!!—Morris 8 1937 very attractive 2/4-seater, excellent performance.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1946 Morris Series "E" 4-door saloon; £425; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

95 gns.—Morris 8 1937 saloon, sliding head, leather, good condition; terms, exchanges; list.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041. [C4018

1937 Morris 8 4-seater tourer, faultless mechanically, smart appearance; £145 or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1940 (May) Morris E tourer, post-war condition inside and outside, beautiful engine, nearly new hood, sidescreens, new back axle, excellent tyres, Flamethrower twin stop lights; well worth a visit to Sussex; £235.—P. Berent, Green Acres, Five Ashes, Nr. Mayfield, Sussex, or Tel. Hadlow Down 270. [7179

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1939 Morris 10 saloon; £245; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1946 Morris 10, black, sun roof; £435, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1948 Morris 10 saloon, black, brown leather, one owner, sunroof, good tyres, a fine roomy car; for only £395.—Hillwood Motors, Mill Hill (London) 4232. [6939

1939 Morris 10 saloon, not to be confused with average offered, reconditioned engine, fully guaranteed; £250.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1939 Morris 12 4-door saloon, red leather interior, first-class respray in black, excellent tyres, very sound mechanically; £195 or £65, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS COWLEY

1955 (March) Cowley saloon, as new, grey and red, guaranteed, taxed; £695.—Davies Motors, Ltd., 275, London Rd., Staines. Tel. 4211-5. [C1080

1955 Morris Cowley saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

MORRIS OXFORD

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1954 Morris Oxford (series 2) saloon, grey with red leather upholstery, heater, immaculate; £730.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Browns.

MORRIS Oxford series II, grey/blue, loose covers 4,000 miles; £775.

W. J. BROWN, Ltd., 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

BENTALLS, Ltd

1953 Morris Oxford saloon, black, red upholstery; £575.

KINGSTON-ON-THAMES. Kingston 1001. [C1003

CAR MART, Ltd

1953 Morris Oxford saloon, heater, black with red upholstery; £625.

CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1039

NEWNHAMS, Ltd.

1954 Morris Oxford saloon, Mark II, 9,000 miles; £695.

NEWNHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3034

CHARLES RICKARDS, Ltd., offer:—

1949 Morris Oxford, black, fitted heater, seat covers, in excellent condition throughout, taxed for year; offered at the extremely competitive price of £395.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn. 5 mins. from Marble Arch). Pad. 1820. [C3050

WARWICK WRIGHT, Ltd., offer:—

1954 Morris Oxford series II saloon, green with green upholstery fitted radio and heater, 10,000 miles; £735.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

WESSEX MOTORS, Bridge St., Andover.

PART of the Henly organisation.

OFFER from a stock of over 250 cars:

1953 (Oct.) Oxford, finished in green with green leather and fitted heater; one owner, 7 days' trial, 4 months' guarantee.

TELEPHONE Mr. Hallum at Andover 2326.

WESSEX MOTORS, Bridge St., Andover. [C4087

PHŒNIX MOTOR Co. (SURREY), Ltd.

1952 Morris Oxford saloon in beige, fitted heater, one owner, 29,000 miles; £535.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

GUY SALMON AUTOMOBILES offer:—

1954 Morris Oxford de luxe saloon, 22,000 miles, grey/red leather, one owner, very well maintained; £625.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ENGINES RECONDITIONED, Ltd., offer:—

1953 Morris Oxford; £575.—333, Pinner Rd., Harrow, Middx. Tel. Harrow 5366. [C2070

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Morris Oxford, first-class condition; £595.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1951 Morris Oxford, black, leather, immaculate condition; £475.

MAGDALEN MOTORS, Ltd., 511, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575 and 7879. [C3005

1955 Morris Oxford, green, 450 miles; £725.—Haskins, Ladbroke 1155. [C3027

£520—Morris Oxford saloon, 1952, colour fawn, heater equipment, very well maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1954 Morris Oxford series II, 12,500 miles, as new; £695.—Tel. Horley 195 evenings, Holmfirth 771 day. [7100

1954 Morris Oxford, series II, 8,000 miles, black/red leather, exceptional condition; £695.—5, Vernon Rd., Manly, Louth. [6822

£645!!!—1954 Morris Oxford saloon, one owner and quite immaculate throughout, nominal mileage.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

A & S Limousines, 1948 14hp Oxford Hirecars, re-condition, leather, newly tyred. £275 to £325.

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

545 gns.—Morris Oxford 1953 saloon, leather, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Morris Oxford 1951 saloon, leather, heater, one owner, excellent condition; choice of 4 Oxfords; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MORRIS OXFORD

LIMOUSINE de luxe, 1951, 6 windows, forward occasionals, low mileage; wonderful condition; £645.—11, Kendrick Place, South Kensington 6916. [C1103

1954 Morris Oxford saloon, radio, 8,000 m; B.M.C. guarantee.—Green & ZONIS, Ltd., 266/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [2028

1952 Morris Oxford 4-door saloon, heater; terms and exchanges; £525.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480/0298. [7111

1954 Morris Oxford series II, green with green interior, low mileage, one careful owner; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

4000 miles.—1954 Morris Oxford series II, colour green with green upholstery, fitted heater, whole car immaculate; £725.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4062

1954 Morris Oxford saloon, 6,000 miles only, Clarendon grey with red upholstery, immaculate condition; £645.—Saul & Slatter, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

£695—Morris Oxford Series II, 1954, 8,000 miles, birch grey, red leather, heater, perfect throughout, owner driver only.—T. H. Andrews, 5, Victoria Rd., Oulton Broad, Lowestoft, Suffolk. O.B. 292. [7240

Morris Oxford Cars Wanted

ALMOST new Oxford required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

GARDNER & Co. (HENDON) will buy your Morris Oxford.—Sunny Hill 3359 and 0030. [W2074

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

1950 (November) Morris Six saloon, really immaculate, one owner; £459.—Jack Fozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1952 Morris Six, black, red leather, heater, one owner, immaculate; £495. — Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

JACK ROSE, Ltd., offer 1954 Morris Six saloon, grey with red leather, heater, almost unmarked, inside and out; £645.—Stafford Rd., Wallington, Surrey. Wall. 6677 & Burgh Heath 2376. [C3056

1954 Morris Six black de luxe saloon, low mileage, as new; £625; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Morris. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

KINGSTON - ON - THAMES.—Morris agents and specialists for sales and service.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [S4055

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0542/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0917/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

NASH

DUNCAN HAMILTON & Co. offer:—

1952 Nash Rambler Ranch Wagon, maroon with green interior fitted radio, heater, etc., in beautiful order throughout.

33 High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1953 right-hand drive Nash Statesman 4-door Custom saloon, Farina body, black and red, whitewall tyres, leather interior, radio, heater and overdrive, low mileage, as new.

1951 Nash Ambassador l.h.d. 4-door saloon, finished in maroon and grey, heater, over-riders, all normal extras, fitted with the ohv engine and two 6-volt batteries, good condition; £515.

TERMS or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4068

ACRES offer 1952 Nash Rambler, l.h.d., cream and gold, extras include radio, heater, 5 new nylon whitewalls, one owner only; £795.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.6. Tel. Macaulay 2211-2. [C1002

RHD Nash (November, 1954), Farina type body, 4-door saloon, overdrive, radio and heater, whitewall tyres and extras, 18,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028/1

OLDSMOBILE

SIMPSON'S offer

1955 new Oldsmobile Starfire 98 coupe, every possible extra, 1-2 weeks delivery.

1955 new Oldsmobile 88 coupe, with extras, immediate delivery.

1948 Oldsmobile, 6-cyl, radio and heater, very clean.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. 6691/3903. [C4015

OLDSMOBILE

1951-52 Rocket 88 Oldsmobile, heater, radio, in superb condition, very low mileage.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [4016/2

OLDSMOBILE Sole Concessionaires in U.K.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). [0576/R

1947 Oldsmobile Rocket saloon, excellent condition; £575.—Pantiles Service Garage, Ltd., Guildford. Guildford 5326. [C3035

Oldsmobile Cars Wanted

OLDSMOBILE Sole Concessionaires.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0527/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 6691/3903. [W4015/R

OPEL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Opel with blue leather upholstery, excellent condition; £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

KAPITAIN 1949 (reg. 1854) 4/6-seater, 2,473cc, 6-cylinder ohv, heater; £295; famous model for reliability and petrol economy.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [C4100

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944. [0528/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel Stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [S3068/R

REPAIRS! Parts universal joints, wings, seat covers, £4/10; guaranteed engines, suspensions; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

PACKARD

SIMPSON'S offer

1951 Packard, radio, heater, window washers, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, 6691/3903. [C4015

TOM GARNER, Ltd., offer:—

1939 Packard Super Eight 7-pass. lim., black; £495.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

LEONARD WILLIAMS & Co., Ltd., offer:—

1948 Packard saloon with overdrive, radio, heater, seat covers, screen washer, 32,000 miles only, fully guaranteed.—Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 3400. [7288

LEONARD WILLIAMS & Co., Ltd., offer:—

1954 Packard Patrician with Ultramatic transmission, heater, radio, Polex glass, power brakes, power steering, power-operated windows and front seat, whitewall tyres, picnic tables, foglamps, spotlight, one owner, absolutely like new, very low mileage.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 3400. [6768

1936 4-door drop head, good condition, new tyres, reasonable offer.—Tel. Clerkenwell 5720. [7077

1937 Packard Super 8 7-passenger, 34,000 miles, original condition; £525.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1953 Packard Clipper, radio and heater, 11,000 miles, blue; £1,650.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

PACKARD limousines face-forward occasionals, choice of two, exceptionally clean cars, in good mechanical condition from £145.—Le Grice Hiers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

WANTED, 36 or 39 Packard 6-cyl; must be clean.—164, White Hill, Chesham, Bucks. [7092

JOE THOMPSON (MOTORS), Ltd., require Packards. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PANHARD

1952 Dyna Panhard, 12,000 miles; £625.—Holland Park Automobiles, 142, Holland Park Ave., W.11. Park 2626. [C2089

1951 Dyna Panhard cabriolet 750cc, r.h.d., fast, economical, reliable; £395.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. [C3045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PARAMOUNT

1954 Paramount 4-seater roadster, in royal blue, taxed year, fitted tonneau cover, etc., genuine mileage under 10,000, fully serviced and maintained, smart, economical, enviable car; owner must sell as saloon now essential for business purposes; no reasonable offer refused, any trial.—Apply M. Hope, "Silver Birches," Muddlers Hole, Wargrave Rd., Twyford, Berks. Tel. Twyford 164. [7003

PEUGEOT

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors.

1955 new models available, saloons and shooting brakes.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3475-4-5. [0976/R

1953 Peugeot 203 saloon, blue, brown leather, sun roof, one owner, an exceptional example; £595.—John H. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4055

1955 (May) 203 saloon, grey, 5,000 miles, 75 mph cruising speed, 35 mpg, unsurpassed road-holding, being replaced by 403 Peugeot; £815; terms, exchanges.—Lockhart's Service Depot, Peugeot and Messerschmitt Distributors, Chiltern Rd., Dunstable. Tel. 114. [c990

PONTIAC

SIMPSON'S offer

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

1955 new Pontiac Star Chief convertible coupe, colour castle grey, power brakes and steering, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. 8691 3803. [C4015

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1953 (March) Pontiac Chieftain 4-door saloon, r.h.d., finished in black and chrome with grey broadcloth interior, in exceptional condition and completely unmarked, with radio and heater, twin spot lamps, loose seat covers and loose trim pad covers; terms or exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [C4087

1951 Pontiac Six, Silver Streak two-door, hand drive, radio, heater, 19 mpg average, faultless condition throughout.—Hardy, Harold Rd., Hayling. Tel. 77531. [6815

1955 new Pontiac Chieftain 4-door r.h.d. saloon, radio and special trim.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

1950 Pontiac Silver Streak 4-door 2-tone green saloon, left-hand drive, hydromatic, radio and heater, a very beautiful car; terms and exchanges; £825.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480/0298. [7112

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., The Pontiac buyers.—Wembley 8691 3803. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A. F. N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3346), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [0621/R

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0533/R

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1955 Renault 750, 500 miles, as new, fitted loose covers; £565.—A. Owen (Hendon), Ltd. Col. 3185. [7134

WELHAM'S RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875. Established 1909. Offer:—

1954 (Sept.) Fregate 2-litre saloon, grey, untaxed, new; £890.

1955 one only, 750 French sports saloon, new; £600. [C4070

RENAULT 750, 1950, grey, heater, 20,000 miles, good condition, taxed December; £335.—Tel. Walton-on-Thames 2876. [7076

1939 17.9 drop head, good condition, 30 mpg; £185.—F. Packard, Canonbury 1234, evenings 1, Campsbourne Rd., London, N.8. [7028

£75—1933 Renault 21hp sports saloon. Easyclean wheels, original condition throughout, recent genuine factory replacement engine.—J. & H. Motors, 50, Conway St., Hove. 31026. [7261

1955 Renault 750cc 4-door saloon, 5,000 miles, £545; also '54 4-door saloon, £495; exchanges; terms.—Palmers, 5, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5668. [C3034

1954 Renault 750cc, grey with red leather upholstery, fitted spotlamp and other extras, genuine one-owner car which has only done 1,000 miles; £515.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea, and Hove 30107. [C1105

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

CAR MART, Ltd.

1952 Riley 2½-litre saloon, radio, green with green upholstery; £775.

CAR MART, Ltd., Welsh Harp, Edgware Rd., London, N.W.9. Hendon 6500. [C1039

J. JAMES, Ltd., offer:—

1952 1½-litre, green, radio and heater, 35,000 miles; £775.

1952 2½-litre, green, 25,000 miles; £775.

J. JAMES, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7311. [7071

RUSSELL MOTORS offer:—

1954 1½-litre Riley, one owner, 15,000 miles only, a really immaculate car; £975.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9268. [C3060

GORDON CARS for good cars:—

1950 Riley 2½ saloon, one owner, green, superb condition; £650.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

CHIPSTEAD MOTORS, Ltd., offer:—

1950 Riley 2½ saloon, dual green, extras, speedo reading 51,000; £595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

ARTHUR MULLINER, Ltd., offer:—

1954 Riley 1½-litre saloon (first registered June), 2-tone black and grey with grey leather upholstery, original ownership, genuine mileage under 2,000m., certified history, immaculate condition throughout; deferred terms; may we quote for your present car in part exchange?

BRIDGE St., Northampton. Tel. 907. [6969

MAYFAIR COUNTRY CARS offer:—

1952 (April) 2½ Riley, superb condition; £725.

1950 (July) 2½, fitted H.M.V. radio, heater; £575.

1950 Riley 2½ roadster, taxed Dec.; £550.

EVERY car 3 months' written garantee; any make of car taken in part exchange; easiest of terms.

7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008

GUY SALMON AUTOMOBILES offer:—

1954 Riley 1½-litre saloon, black with blue lower half, 8,000 miles, special high ratio rear axle, and twin carburettors; £985.

1946 (December) Riley 1½-litre saloon, one owner, genuine 36,000 miles from new, excellent condition; £495.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

GORDON & GLYNN (The Riley Centre).

£325—1938 Kestrel Blue Streak sports saloon, in beautiful order in every possible respect.

£265—1937 1½-litre Continental sportsman's saloon, an immaculate car.

£265—1936 1½-litre Linx 4-seater, open sports, a beauty, recellulosed, new hood, Windtones, etc.

£165—1934 9hp Kestrel, Special Series engine, Scintilla mag., manual box, a grand little car.

GORDON & GLYNN, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8326. [C2075

LAUGHTON GOODWIN & Co., Ltd., offer:—

1953 (July) Riley 2½-litre saloon, RMF Series, maroon with maroon leather, 18,000 miles only by one careful owner; a fine example in new condition; £895.

TERMS and exchanges. George St., Kidderminster. Tel. 2255-6-7. [6643

1954 Riley 1½-litre 4-door saloon, immaculate.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5507

1955 Riley Pathfinder saloon, 6,000 miles; £1,275.

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CAMDEN MOTORS offer the following high-class Rileys from their stock of 500 cars:—

1½-litre saloon, 1950, fitted radio, excellent coachwork and interior and first-class mechanically; £595.

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1½-litre saloon, 1954, R.M.E. series, very low mileage and virtually as new; £925.

1½-litre saloon, 1948, dark green with works replacement engine fitted just 12 months ago; £495.

2½-litre Pathfinder saloon, 1954, genuine 6,000 miles, heater, radio, screenwashers, absolutely faultless; £1,345.

2½-litre Pathfinder saloon, 1954, 11,000 miles, looks very much less, extras as above, one owner; £1,175.

2½-litre saloon, 1952, finished bronze, carefully used, a nice car all round; £725.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

RILEY

1954 Pathfinder, grey/grey, 9,000 miles, one owner, immaculate; £1,185.—Below.

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RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1947 Riley 1½-litre saloon, black with brown leather, one owner; £425.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3062

1950 Riley 1½ saloon, superb condition, fitted heater; £585.—Mayfair 0131. [C3008/1

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer one of the largest selections of guaranteed used Riley cars in the country.

1953 (August) 2½-litre, silver streak, red, leather, heater, one owner, 17,000; £925.

1953 (February) 1½-litre saloon, black, brown leather, 22,000 miles, one owner; £675.

1952 (July) 1½-litre saloon, green, green leather, 23,000 miles, loose covers; £795.

1950 (September) 2½-litre saloon, black, brown leather, heater, screen washers, 39,000; £625.

1949 (May) 1½-litre saloon, black, green leather, full service history; £545.

49 Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

1954 Riley 1½-litre saloon, radio, heater, underseal, covers, etc., 5,000 miles, as new.—Below.

1955 Riley 1½-litre saloon, 4,900 miles, as new; B.M.C. guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1953 Riley 1½ saloon, one owner, 12,000, condition throughout 1955 mechanically superb; £895.—Below.

1949 Riley 1½ saloon, one owner, 23,000, completely unblemished, fine mechanical condition; £595.—Below.

1951 Riley 2½ saloon, radio, fine condition throughout; £635. Each carrying written guarantee, terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., Riley Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

ENTHUSIAST needs cash, 1957 12/4 Continental, £150 or best offer; 1936 Merlin Nine, one owner, £175.—Tel. Springpark 7432 evenings. [7159

£145—1936 Riley 9hp saloon, mechanically sound; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1952 (mid) Riley 1½, green, above average condition, fitted H.M.V. Radiomobile; £745.—71, High St., Bognor Regis. Tel. 773 (9 to 5.30). [7085

£475—Riley 1½-litre 1947 sports saloon, excellent original condition throughout; also 2½-litre; many others cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Evenings, h.p. [C1017

£200—1936 1½-litre Riley with special drop head coupe body, excellent condition.—Fraser, Western 6401. [7197

1949 1½-litre Riley, good condition, low mileage, appointment only.—Manor House, Eardisland, Herefordshire. Tel. 16. [7220

1947 Riley 1½ saloon, guaranteed; £435, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1949 Riley 2-litre saloon, good condition; £575; dep. £20 and 36 mthly hiring rtls. inc. tax and ins., £23/5 (deposit returnable).

COODEN ENGINEERING Co., Cooden, Bexhill. Tel. Cooden 600. [6856

1947 2½-litre, black, a very clean car indeed; £445; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [7043

1954 Riley 1½-litre saloon, black and cream, with maroon leather, twin carbs, heater, screen washer, one owner, as new; £950.—Below.

1953 Riley 1½-litre saloon, grey, with red leather, heater, Ace Rimbellishers, one owner; £800.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6998

£165—1936 Riley Merlin saloon, black body, green interior, excellent condition; exchanges.—Tann, 18, Edenfield Gardens, Worcester Park, Surrey. Derwent 9754. [6950

1937-8 16hp Adelphi saloon, extensively overhauled, exceptional appearance and mechanical condition, overdrive; £250 o.n.o.—Hounslow 9359. [7276

RILEY 1½-litre, late 1947, green/black, one owner, genuine 40,000 miles, engine overhauled, tax., ins. year; offers about £500.—R. A. Camm, 10, Lambourne Drive, Wollaton, Nottingham. [6862

1949 2½-litre Riley, black and grey, radio, several other extras, excellent condition; £545.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1953 Series R.M.E. Riley, 1½, grey, red leather, heater, taxed December; £695; terms and exchanges.—Ross Motors, Ltd., Hinckley, Leics. Hinckley 558. [7267

1931 Riley 12 in showroom condition, 4-str. saloon, 5 new tyres, new batteries, engine completely overhauled recently; £115.—272, High St., Cheltenham. Tel. 54899. [7207

TANKARD & SMITH, Ltd., offer 1949 Riley 2½-litre saloon, black/brown leather, radio, exceptional car; £495. Three months written guarantee.—194-196, King's Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

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RILEY 1½-litre saloon, 1954, green beige upholstery, heater, screen washers, Link mats, rear-view mirrors, seat covers, taxed year, perfect condition; £950. B.M.C. 4 months' guarantee.—Caffyns, Ltd., Haywards Heath 1000

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2½-litre Roadster in perfect condition, completely overhauled, new red leather hood, all new chrome, new radiator grille, suspension reconditioned by Riley Motors, recellulosed off-white at cost of £70, new tyres, heater, radio and all accessories, purchaser to run in engine; £645.—Apply Epworth's Distributors, Ltd., Sydney Works, Matilda St., Sheffield, 1. Tel. 25068. [6929

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

FOR your immediate purchase of your Riley.

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CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954-5 1½-litres.—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [W1048

GOOD Riley required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [8581

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SILVER Dawn 1954 standard saloon, midnight blue, tan leather, synchromesh, 4,000 miles, one owner.

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SILVER Wraith 1951 H. J. Mulliner touring limousine, blue, grey leather; £4,250.

SILVER Wraith 1948 James Young 4-door saloon, mid. blue, blue leather; £2,850.

25/30 1939 Barker 4-door saloon, black and green, green leather; £850.

PHANTOM II Continental saloon, black/blue, grey panels; £525.

AUDLEY House, North Audley St., W.1. Mayfair 5342. [5030

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1939 Rolls-Royce Wraith Hooper saloon, black, radio, mileage 66,000, exceptional condition; £1,350.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [C3040

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1955 Silver Dawn saloon, finished in black with maroon hide upholstery; a lovely car.

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1937 25/30 Rolls-Royce saloon with division, by James Young, radio, heater. In first-class condition throughout.

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1938 (first reg. 1939) 25/30 H. J. Mulliner sedanca de Ville saloon, 2 occasionals, one family ownership, 64,000 miles, superb specimen, guaranteed; £1,095.

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OFFICIALLY appointed Rolls-Royce Retailers offer very early delivery of:—

ONE new Rolls-Royce Silver Wraith with automatic gear, fitted with H. J. Mulliner all metal lightweight touring limousine, lavishly equipped.

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JACQUIER, Ltd., offer:—

1937 P.III Park Ward Sedanca, radio, heater, cocktail cabinets, numerous other extras, exceptional condition; £825.

1937 25/30 Windover sedanca, one owner, 55,000 miles, believed genuine; £865.

1935 20/25 H. J. Mulliner owner-driver saloon with boot, believed genuine 53,000 miles only; £695.

1935 20/25 Hooper sports saloon, believed under 40,000 miles, genuine; £695.

1934 Ph. II H. J. Mulliner saloon, this car must be seen to be appreciated, in most exceptional condition throughout; £655.

1933 20/25 Connaught saloon with division, attractive; £425.

1933 20/25 Thrupp & Maberly owner-driver saloon with boot; £495.

1932 P. II sedanca, excellent condition; £275.

1929 P1 limousine face-forward, leather throughout; £175.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

RUSSELL MOTORS offer:—

1934 (Nov.) 20/25 Hooper sports saloon with riding control, excellent mechanically; £525.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

METCALFE & MUNDY, Ltd.

ROLLS-ROYCE 1933-4 Phantom II Owen sedanca coupe, in faultless condition throughout; £695.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

MANN EGERTON & Co., Ltd.

1950 Rolls-Royce Silver Wraith with touring limousine coachwork by Hooper, black, beige leather, 49,000 miles; £2,950.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C2006

CREST OF BOURNEMOUTH offer:—

1938 Phantom III Park Ward saloon, 40,000 miles; £1,175.

CREST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1090

CHIPSTEAD MOTORS, Ltd., offer:—

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.; £375.

CONVERTIBLE 25hp 1934 4-door by Salmon, one owner, mileage reputed 54,000 miles only, absolutely unmarked in olive green, new hood, specimen; £675.

SPORTS saloon, 25hp, 1935, with boot, black, brown, leather, heater, excellent condition; bargain at £575.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154. [C1046

WESSEX MOTORS, New St., Salisbury.

PART of the Henly organisation.

OFFER from their usual stock of Rolls and Bentley.

1935 (Nov.) 20/25 by Gurney-Nutting in faultless condition, close coupled touring saloon with winding division, finished in black with brown trim; engine overhaul 10,000 miles ago, one owner, full history available; £750.

TELEPHONE Mr. Moules at Salisbury 3275.

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1937 (delivery) Rolls-Royce Phantom III, owner-driver sports saloon with completely disappearing division and adjustable driver's seat, by Barker, finished in black with beige leather throughout, solid tappets, one owner; £985.

1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2056

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£2475—Rolls-Royce 1948 Silver Wraith by Hooper, Ltd.; this car must be seen to be appreciated.

£2175—Rolls-Royce 1947 Silver Wraith owner/driver saloon (no division), by Park Ward, just overhauled and now being recellulosed.

£875—Rolls-Royce 20/25 Freestone & Webb 1936 model saloon, no division.

£525—Rolls-Royce 20/25 1935 model saloon with division, side/face occasionals.

£645—Rolls-Royce 20/25 Thrupp & Maberly 1934 saloon, just overhauled, very pretty car.

£445—Rolls-Royce 20/25 (1938 replica), exceptionally attractive.

£585—Rolls-Royce Phantom II, magnificent Continental 4-door saloon by Figoni, absolutely superlative condition.

SWANMORE GARAGE, Ltd., 1,176, Christchurch Rd., Boscombe E., Bournemouth. Southbourne 43544. [C4024

MASCOT MOTORS, Ltd., the firm with service after sales offer the following:—

1937 30hp Windover saloon with division; £850.

1935 20/25hp Barker fixed head foursome coupe; £675.

1935 20/25hp Thrupp & Maberly enclosed limousine with swept back; £675.

1934 20/25hp Park Ward owner driven saloon; £575.

1934 20/25hp Rippon sports saloon; £550.

1933 20/25hp Thrupp & Maberly saloon; £425.

AND many others undergoing renovations.

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ROLLS-ROYCE 20/25hp, 1934, black and grey saloon, £475.—Oxted 659. [6898

A & S Limousines 1935/25hp, Park Ward, partition, £575.

LIMOUSINES 1937 30hp Park Ward face forward seats, private owner, £975.

LIMOUSINES Phantom II, 1934 Hooper and Mulliner seven passenger, partitioned, forward occasionals; selection from £355.

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006

1926 Rolls-Royce limousine, good condition; £75 o.n.o.—Dickins, 44, Chenies, Nr. Rickmansworth, Herts. Tel. Chorleywood 754. [7169

1934 Rolls-Royce 25.9 sports saloon by Mulliners, nice condition; £475; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. [C4065/1

1935 Rolls-Royce 20/25 Barker sports saloon, 58,000 miles; this car is in an astonishingly immaculate conditon throughout; full Rolls-Royce history; £675.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [7291

£295—Rolls-Royce 20-25 G.H.W. series Park Ward saloon with winding division, December, 1932, full Rolls history; outstanding value.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1252

1934 Rolls-Royce 25.9 4-passenger Park Ward saloon, straight back, chauffeur maintained, immaculate; £495; terms, part exchange.—Wilsons, 34, Acre Lane, Brixton 4011. [C4065

PHANTOM II limousine 1930 7-seater, widest face forward occasionals, leather throughout, in perfect condition, both coachwork and mechanically; £150.—Reed, Duke St., Sheffield. Tel. 25523. [6825

LUXURIOUS 4-door sports Rolls-Royce 25 Gurney Nutting saloon, outstanding condition throughout, professional inspection welcomed, faultlessly maintained by original owner, mileage absolutely negligible; £795.

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ROLLS-ROYCE 1934 20/25 Freestone & Webb saloon, 2-tone grey, recent works overhaul; £575; terms; exchanges.—Matthews of Stockwell, Ltd., 55, Stockwell Rd., S.W.9. Brixton 2036/6555. [C3067

LIMOUSINES, forward occasionals, 1935 Phantom II swept tail Hooper, £535; 1935 ride control 25hp Windover and 1930 25hp swept tail, £235.—Victoria Garage, Edgware Rd., Cricklewood. Gladstone 3029. [C1103/1

WRAITH 1939, swept tail, Park Ward limousine, forward occasionals, lavishly equipped, mileage 42,000, privately owned, almost new condition; £1,650; appointment only.—"Wardbury," Sheen Common Drive, Richmond. [C1109

1935 Rolls-Royce 20/25, Park Ward, owner-driver 4-light saloon, fitted division, leather upholstery, an inexpensive quality car; £535.—R. S. Mead (Sales), Ltd., 42 Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

ROLLS-ROYCE, 1936 sports saloon, 20/25, extensive overhaul, immaculate, taxed; £690.—Dr. Bartlett, Saffron Walden. Tel. 2327. [5985

1930 Phantom II Park Ward 7-seater limousine, beautiful condition; £195, terms, exchanges.—Cambridge Motors, 40, Fore St., N.18. Tel. Edmonton 5590. [6691

1950 Rolls-Royce Silver Wraith saloon by Windover, 2-tone grey, cost £7,400, full history, 50,000 miles, many extras; £3,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

1953 (November) Silver Dawn saloon, duo grey, automatic gear box, 16,000 miles, quite immaculate, serviced by makers; first £3,750 accepted.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [C4056

1937 (regd.) 30hp sports saloon, GXM chassis, maintained regardless of cost, beautiful coachwork by H. J. Mulliner; must be sold by July 16; no reasonable offer refused.—Advertiser, 71, New Bridge St., Newcastle-on-Tyne. Tel. 21544. [7083

WALTER SCOTT, Ltd., offer September, 1957, Rolls-Royce 30hp Hooper 7-passenger landaulette, face-forwards, dark blue and black, 47,000 miles only, exceptional condition; £750.—39, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914.

1935 (March) Rolls-Royce 20/25 Park Ward 6-light saloon, dark blue/brown hide, mechanically 100%, all nearly new tyres, swept tail, whole car unblemished inside and out, taxed year, a most excellent example of these fine cars; £575.—ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70, evenings and week-ends Littlewick Green 3076. [C1107

1937 25/30 7-seater limousine, forward seats, very smart, swept back; 1932 20/25 ditto; and 1935 Phantom II owner-driver saloon, with boot; and others, all at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [5312

ROLLS-ROYCE Silver Dawn James Young 4-door sports saloon, with automatic gear box, finished Havana brown/Devon stone and light brown leather upholstery, cost new in March this year £6,845, only run 1,200 miles; owner's death reason for disposal.

ROLLS-ROYCE Silver Dawn Hooper 4-door sports saloon, finished maroon with grey leather, automatic gear box, new and unregistered, immediate delivery; £6,610.

OFFERS to Rossleigh, Ltd., Stirling. Tel. 1616. [6970

595gns.—Rolls-Royce 1955/56 20/25hp Barker owner driver saloon, black, sliding head, fawn leather heater, very carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport). Office, Gilian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [0354

ROLLS-ROYCE 25hp sports 4-light saloon by H. J. Mulliner, finished in ivory with fawn leather interior, enclosed luggage boot; maintained by makers since new, complete to manufacturer's original specifications, including instruction manual, etc., superb condition, one private owner; £735.—Robbins, 96, Upper Richmond Rd., Putney. Tel. 7881. [C3010

1937 25/30 Hooper semi-razor-edge owner-driver sedanca de ville, finished in attractive 2-tone grey and maroon bodywork, upholstery black leather to front, grey cloth to rear, specification included fully disappearing electric division, electric rear blind, radio, heater, cigar lighters, solid silver compactums, mohair rug, set of fitted suitcases, musical horns, cut-glass carriage lamps, etc., genuine 50,000 miles only, Rolls-Royce maintained and history available, the most perfect Rolls of its year ever offered; £1,250.—Tel. Cunningham 4422 or Arnold 2624. [6911

Rolls-Royce Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.—CAR MART, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [0970/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [W3030

A & S Limousines required urgently, highest prices, immediate cash payment.—ALPE and SAUNDERS Ltd, Providence Court, North Audley Street, London, Mayfair 2941. [W1006

REALLY good Rolls-Royce required.—Cobb, 6, Washington House, Basil St., London, S.W.3. [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROLLS-ROYCE 20/25, owner driver, wanted, in absolutely sound order.—Simmons, 12, Rex Place, W.1. Grosvenor 1188. [7068

WANTED, Rolls-Royce 25-30 owner-driver saloon, with boot, low mileage and full history essential.—Box 4689. [5866

WRAITH limousine by Hooper, immaculate, low-mileage specimen.—Craven, 2, Broadgreen Rd., Liverpool. [7007

PRIVATELY owned 1957/58 limousine required; alternatively seven-passenger Wraith; details please.—"Wolverston," Winchester Close, Esher. [W1105

Rolls-Royce Cars Wanted

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westow St., Crystal Palace, S.E.19. Livingstone 3562. [0545/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0550/R

WANTED: Rolls-Royce 20/25 owner-driver saloons and limousines, also 1939 low-mileage Wraith.—Altwood Garage, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [W1107

Rolls-Royce Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

JACK OLDING & Co (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers.

SHOWROOMS: 19, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [0064/R

ROVER 10

1938 Rover 10 saloon, engineer owner, very good condition; price £245.—Tel. Pinner 2734 after 7 p.m. [7205

ROVER 10 1947, reconditioned engine, clutch, Chromard liners 1954, heater, first-class throughout; £460.—28, Playfields Drive, Parkstone, Dorset. [7177

1938 Rover 10 4-door saloon, very clean car in blue, with excellent chrome, and perfect leather interior, good tyres, any test; £195 or £65 over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

ROVER 12

H. BEART & Co., Ltd., offer:—

1947 Rover 12hp saloons, one owner; £475.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1947 Rover 12 saloon, faultless; £475.—Beardmore, 6, Queensway, W.2. Bayswater 0156. [C1015

1939 Rover 12hp saloon, black, in beautiful condition; £305 or offer.—Pridham, Maridon, Coley Avenue, Woking. Tel. 2568. [7193

1948 Rover 12 sports sunshine saloon, immaculate; £465.—Kings Road Car Sales, 103, Kings Rd., Brentwood. Tel. 1968. [6264

1948 Rover 12 tourer, in fine order, fully disappearing hood, leather upholstery; £495; written guarantee; terms, exchanges; trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

BRUTONS.—1940 Rover 12 saloon, black, excellent condition, well shod, a well maintained car; £361. Terms, exchanges.—18, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104

ROVER 12 saloon (1936), engine recently sleeved and in excellent mechanical condition throughout, full history available, complete with various spares; £130.—74, Antrobus Rd., Boldmere, Sutton Coldfield. [7225

ROVER 14

H. BEART & Co., Ltd., offer:—

1939 Rover 14 drop head coupe, in nice condition for year; £285.—102, London Rd. and High St., Kingston-on-Thames, Kingston 3348. [C1081

CHIPSTEAD MOTORS, Ltd., offer:—

£275—1939 Rover 14hp saloon, grey, good condition.—CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

£475!!!—1947 (late) Rover 14 saloon, original owner.—LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground.) Finchley 6222-3-4. [C2052

1935 Rover 14 6 saloon, a sound car; £150.—Andover Motor Co., Hants. Andover 3405. [7128

1946 Rover 14 saloon, blue/blue leather, immaculate, guaranteed; £440.—23, W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4055

1947 Rover 14hp saloon, black/brown interior, heater, excellent condition throughout; £445.—The Bucks Motor Co., Ltd., Aylesbury 164-5. [6839

A Z MOTORS offer 2 Rover bargains: 1939 saloon, excellent condition; £250! Also 1936 14, just recellulosed; £150!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

ROVER 16

PHILIP RICKARDS, Ltd., offer:—

1938 Rover 16 saloon, one owner, black with brown. Rover maintained; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. GROsvenor 4772/3. [C3051

1947 (December) light green, radio, heater, superb; £450.—Value Cars, East Sheen. [6618

1947 Rover 16 saloon, guaranteed; £385, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6681. [C3029

1938 Rover 16 saloon, black, brown leather, newly recellulosed, good mechanical condition, pass light, good tyres, new battery; £235.—L.G. Motors, 177, Archway Rd., Highgate, Mountview 8467. [7266

£235!!!—Rover 16hp sports saloon 1939, late type four-light series, similar to post-war, smart stylish bodywork, good cellulose, especially fine mechanical order, strongly recommended and guaranteed in writing.—CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055

ROVER 20

1939 20hp Rover saloon, well above average condition; £275.—Pinner 1537. [7162

£250—Rover 20 1938, good condition, fast car.—262, Watford Way, Hendon, N.W.4. Sunnyhill 0131. [7033

ROVER (60, 75 and 90)

H. C. PAUL, Ltd

1955 Rover 90, black/red, 8,000 miles; £1,275.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040

COX'S for Rovers.

1954 model Rover 75, black with green leather, typical Rover condition, one owner; £1,095.

1948 9 Rover P.3 75, sports saloon, green with green leather; radio and heater; £595.—COX'S MOTORS (LEICESTER), Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1059

HATTON, Birmingham.

75 1953, ivory with red leather upholstery, H.M.V. radio, one owner, genuine low mileage, lovely car; terms, exchanges.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [7095

HATTON, Birmingham.

75 drop head foursome coupe, Tickford coachwork, July, 1949, maroon with grey leather, H.M.V. radio, heater and air conditioning, Ace wheel Rimbellishers, etc., one owner, low mileage; £695; terms, exchanges.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [7094

TOM GARNER, Ltd., offer:—

1950 Rover 75 sln., blue; £695.

1955 Rover 60 sln., black, 800 mls. only.

TOM GARNER, Ltd., 10-12, Peter St. Manchester 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1951 Rover 75 P4 saloon, in very nice condition throughout; £745.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1953 Rover 75 saloon, black with red interior, radio, seat covers, 13,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. GROsvenor 4772/3. [C3051

GLANFIELD LAWRENCE offer:—

1949 Rover 75 saloon, grey with red leather, one owner, in excellent condition throughout; £575.—407, High Rd., N.12. Finchley 0091. [C2053

GORDON CARS (LONDON), Ltd.

1952 Rover 75, black/green leather, heater, seat covers, low mileage, one owner, a most beautiful specimen; £865.—GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Tel. Speedwell 4701. [7049

H. A. SAUNDERS, Ltd., offer:—

1949 Rover 75 sports saloon, black, grey upholstery, H.M.V. radio and heater; £595.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1953 (December) Rover 90 saloon, green with green upholstery, fitted heater, 12,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1955 Rover 90, 1,900 miles.—Below.

1954 Rover 90, H.M.V. radio, both cars as new; 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

GUY SALMON AUTOMOBILES, offer:—

1955 Rover 90 saloon, grey, 5,000 miles only, indistinguishable from new; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

DUNHAM & HAINES OF LUTON, offer:—

1954 Rover 90 saloon, black, fitted loose covers, radio, one owner, supplied and serviced by ourselves; £1,195.

1954 Rover 60 saloon, grey, one owner, 11,000 miles, absolutely unmarked, supplied and serviced by ourselves; £1,085.

1952 Rover 75 saloon, ivory/red, sliding roof, supplied and serviced by ourselves; £845.

1948 Rover 75 sports saloon, maroon/maroon, radio; £595.

WE have a large selection of used Rover 60, 75 and 90 saloons available.

TELEPHONE: Luton 2100/1 for further information.

DUNHAM & HAINES, 46, Castle St., Luton, Beds. [C1079

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Rover 60 saloon, black and red, 8,000 miles; £1,075.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1953 Rover 75 grey with grey leather, seat covers, overhauled and in excellent condition.—London office: 262, Kensington High St., W.14. Wes. 0207. [6748

1954 Rover 90 saloon, black/red interior; £1,175.

A. FREEMAN, Ltd., Gosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6731

1955 Rover 90, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1953 Rover 75, blue, one owner, 25,000 miles, excellent condition; £860.—Rainham, Kent. 81221. [6995

£555!!!—1949 Rover 75 saloon, mechanically excellent, coachwork unworn and apparently brand new.—Below.

£695!!!—Rover 75 1950/51 P4, absolutely faultless appearance, well maintained example.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-425, High Rd., Finchley (East Finchley Underground.) Finchley 6222-3-4. [C2052

1949 Rover 75 saloon, immaculate; guaranteed; £460. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

JACK ROSE, Ltd., offer 1950 P4 saloon, black with red hide, very clean, open to any examination; £685.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1948 Rover 75 saloon; £495.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1948 Rover 75 saloon, grey/suede green leather, immaculate; £550.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4055

1955 (April) Rover 90, nominal mileage, taxed year, colour black; £1,310.—Tel. Bristol 63298 Monday-Friday. [6881

1953 Rover 75 saloon, black/green, one owner, excellent condition, 18,000 miles; £950.—Salmon's Garages, Ltd., Temple Bar 3338. [C4029

ROVER 75 ivory, 1950 model but works guarantee issued Jan., 1951, 32,000 miles, latest type H.M.V. radio, best over £975.—Boxmoor 286. [7165

1953 Rover 75, black/red, radio, covers, Ace Rimbellishers, one owner; £995.—Odeon Motors, Ltd., Bar. 1144. [C3028

1951 (April) Rover 75, black with red hide, total mileage 25,000 since new, beautifully maintained car; £625.—Robbins, East Putney. Tel. 7881. [C3010

1953 (June) Rover 75, colour grey, with grey interior, whole car immaculate; £875.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1955 (2 weeks old) Rover 90, black, 150 miles, taxed year; part exchange and deferred terms.—Westover Garage, Ltd., Bournemouth 50061. [C4023

£469—(August) 1948 Rover 75 saloon, immaculate condition; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

1952 Rover 75, dual grey, leather grey, fitted radio, mileage 11,000; £900, near offer.—Metropolitan Motors (County Garage), Ltd., Hewlett Rd., Cheltenham. [7023

1954 Rover 75 saloon, black with red interior; a first-class example, 4 months' guarantee; £1,125.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [7301

1954 (September) Rover 90 saloon, black, maroon leather, one very particular owner, 7,000 miles only, magnificent condition; £1,195.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [7287

1951 (April) Rover 75, one owner black, green leather interior, heater, exceptional car; written guarantee.—H. F. Edwards, 29/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1948 Rover 75 de luxe saloon, excellent condition throughout; £495; h.p. terms, part exchanges.—Percy D. Sleeman, 91, Cowley Rd., Uxbridge 5022. [C4089

1952 (August) Rover 75, green, Radiomobile, genuine 12,000 miles, one owner; £925. Also earliest delivery of new models. Rover Distributors.—Elliotts of Bideford. Tel. 744. [6452

595gns.—Rover 75, late 1950 P4 de luxe saloon, ivory, red leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARCHIE SIMONS & Co., Ltd., 1953 model (Dec. '52) Rover 75 saloon, green/green upholstery, radio and heater, nominal mileage, one owner, excellent throughout; £965.—54, Gt. Portland St., W.1. Lan. 1345. [C4013

1954 (Oct.) Rover 60 saloon, green, one owner, 14,000 careful miles, supplied and serviced by us; £1,045; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1953 Rover 75 saloon, finished in black, fitted with heater, screenwasher, wing mirrors, Ace Rimbellishers, one owner, chauffeur maintained; £895.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Fremantle 5335. [C1945

Rover (60, 75 and 90) Cars Wanted

REQUIRED good Rover 75.—15, Belicroft Way, Harpenden, Herts. Tel. Harpenden 118. [W2000

1952-3 Rover 75 for cash purchase or in exchange for new.—Rover Distributors, Elliotts of Bideford, Devon. Tel. 744. [6972

LAND-ROVER

LAND-ROVERS.—Harvey Hudson, Ltd., the nationwide Land-Rover specialists, offer the following selection of late model Land-Rovers; six months' guarantee, hire purchase.

1954 Land-Rover Station Wagon, 4,000 miles, grey, one owner, as new; £785.

1955 model Land-Rover pick-up, 8,000 miles, blue, one owner; £585.

1954 Land-Rovers, choice of four; from £495.

1953 Land-Rover, 10,000 miles, accessories include mats, trafficators, excellent conditions; £460.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wan. 0056. [C2039

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

H. A. SAUNDERS, Ltd., offer:—

1949 Land-Rover, grey, rec. mileage 15,717; £295.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

LAND-ROVER, new, offered at list.

EPPS BROS., Farnborough (Kent) 2244. [7121

1952 Land-Rover, one owner, excellent condition; £295.

EPPS BROS., Farnborough (Kent) 2244. [7120

1951 Land-Rover, one owner, very good condition throughout; £265.

EPPS BROS., Farnborough (Kent), 2244. [7119

1948 Land-Rover, only 53,000 miles, in first-class mechanical order; £225.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1955 Land-Rover for sale, long wheelbase model, fitted heater, call, write or telephone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041. [C1035

1952 Land-Rover, one owner, heater, tow bar, excellent condition; £325.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6952

1949 Land-Rover, privately used, several extras, highly recommended; £285 or £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

295gns.—Land-Rover 1950, Perspex sidescreens, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Land-Rover, magnificent, spare unused, £395; also 1951, £295; Trade Enquiries Welcomed, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8094. [C3059

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., the nation-wide Land-Rover Specialists wish to buy Land-Rovers, country enquiries welcome.—High Rd., South Woodford, London, E.18. Wan. 0056. [W2059

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HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

Rover Miscellaneous Cars Wanted

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3010

BIRMINGHAM.—Post-war Rovers wanted; distance no object.—Hatton Motors, Ltd., 71, Broad St., Midland 2437. [0214/R

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [W4085/R

WANTED, nearly new Rover, small mileage; distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Rover Spares and Service

LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 3456. [0968

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0583/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service spares, and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0008/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1953 Simca Aronde, perfect condition, 18,000 miles; £625 or offer.—Box 5064. [7272

SINGER

CHARLES FOLLETT, Ltd., offer:—

SINGER SM1500 saloon, black/grey above waistline, 18,000 miles, heater, carefully maintained, 3 mths.' guarantee; h.p. facilities; £645.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Singer 1500, very good condition; £445.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1950 (Oct.) Singer 1500 saloon, two-tone finish, one owner from new; £435.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

SINGER 10 saloon, 1938, roomy, comfortable car, fully insured; £175 o.n.o.—106, Wick Rd., E.9. [7182

375gns.—Singer 9, 1951 4AB sports roadster, i.f.s., excellent condition; terms, exchanges.—Rowland Smith.—Below.

69gns.—Singer 9 1936 4-door saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£225.—1947 Singer Roadster, black, 5,000 miles since overhaul, good condition, quick sale.—Wan. 5612. [7166

1950 Singer SM1500 saloon, radio, heater, one owner, unmarked; £425.—A. Owen (Hendon), Ltd. Col. 3185. [7145

1950 Singer 1500 saloon, unmarked, heater, guaranteed; £425.—O. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4054

£675!!!—1954 Singer SM1500 saloon, has had very little appreciable use since new, immaculate appearance, opportunity to purchase a year-old Singer at £220 below its original cost.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055

1949 series Singer Super 10 de luxe saloon, new tyres, really excellent condition, unmistakable bargain, £310; also 1938 9 Bantam, £75.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Singer Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SINGER SM1500s urgently required by Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

Singer Spares and Service

LANCASHIRE'S premier stockists.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109

THE Singer agents for spares, service, repairs, Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2. [0805/R

ALLEN'S OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Sq., Bristol. Tel. 22514. [0218

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Spares and Service

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Distributors, Parkers Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. (Deansgate 4577.) [0740/R

SKODA

SKODA 1,100cc cabriolet, spares available, independant, all round economical, fast; £245 o.n.o., 1948 model.—19, Fairholm Rd., Ashford, Middlesex. Tel. 4509. [7180

SPORTS CARS

VINTAGE AUTOS.

ALWAYS one of the finest selections of sporting carriages of all types in stock; we only deal in good condition cars; we are open every night till 9 p.m. and open all day Sundays till 7 p.m. for inspection.

66 London Rd., Tooting. Tel. Mitcham 3951, 5452. [C4079

B. & G. MOTORS offer:—

£265—M.G. 2.6-litre open speed model 4-seater, red, spotless, fast and magnificent looking machine.

£195—Wolseley 14 special open sports 2-seater, spotless red, new hood, really goes this one and doesn't just make a lot of noise at the back!!

£185—M.G. Magnette N-type open 4-seater, spotless blue cellulose, recent £90 engine overhaul, new hood and tonneau cover.

£165—B.S.A. Scout 10hp open 1939 sports 4-seater, red, easyclean wheels, etc., most attractive car.

£155—M.G. K-type Magnette open 4-seater, smart car.

£150—M.G. J2 open sports 2-seater, green; another, red, £130.

£150—Austin 7 Nippy open sports 2-seater.

£140—Singer 9 Le Mans-type open 4-seater, red.

£135—Aero-Minx open sports 4-seater, very pretty, fast.

£130—S.S. Jaguar open 4-seater, ohv engine, blue.

£125—Wolseley Hornet 12 open sports 2/4-str., red, slab tank.

£130—B.S.A. Scout 10hp 1938 open sports 4-seater, white and black.

£130—Wolseley Hornet 12 open sports 4-seater, green.

£95—Hillman 10 open sports 2-seater, grey.

£95—Hillman 10 open sports 4-seater, grey.

£95—Morris 8 open 2-seater, Series type; choice of two.

MANY others; easy terms. Sports car urgently wanted.

B. & G. MOTORS, 194/8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

LEADING sports car dealers.

STOCK and retail Austin-Healeys, part exchanges, hire purchase facilities.—Chris. Holden (Motors) Ltd., Millett St., Bury, Lancs. Tel. Bury 294 and 3083. [6777

CARR BROS. GARAGES, Ltd.

ASTON MARTIN DB2, very special ex-team car, superb performance, B.R.G.; 1,422gns.

SWALLOW Doretti, 1955 model in unblemished B.R.G., 3,000 miles only; 856gns.

TRIUMPH TR2, wire wheels, overdrive and all extras, late 1954, 9,000 miles, ivory; 780gns.

MORGAN Plus 4 2-seater, a one-owner 1953 model, blue, radio, etc.; 462gns.

M.G. T.D. 2-seater, stage III tuned unit just fitted, 1951, pale blue; 505gns.

M.G. T.D. 2-seater, ivory, red leather, absolutely immaculate, 1951; 472gns.

M.G. T.C. 2-seater, Cambridge blue with beige, 1949, outstanding condition, new tyres; 377gns.

M.G. T.C. 2-seater, August, 1947, black/red, unusually fast, new tyres; 339gns.

M.G. T.B. 2-seater, loaded with extras, enthusiast's delight, 1940; 289gns.

RILEY T.T. Sprite 1½-litre 2-seater, ivory, specially rebuilt, 4 S.U's, etc.; 366gns.

ATALANTA V12 sports 2-seater, 1939, recent £190 overhaul, 115mph, 28mpg.; 339gns.

H.R.M. (Triumph) s/c Alfa-like straight 8 twin ohc. 2-seater, 1941, red, very potent; 310gns.

LAGONDA 16/80 sports 2-seater, B.R.G., 1934, new tyres, 175gns.

B.S.A. Scout 10hp 4-seater tourer, 1938, pale green, reliable and economical; 130gns.

CARR BROS. GARAGES, Ltd., Sports Car Department (Please contact Graham A. Warner).

HIGH Street, Purley, Surrey. (End Croydon By-Pass.) Uplands 4811-5. [C1041

BERT MASON SPORTS CARS, Ltd., offer:—

£98—Singer 9 sports 4-seater, 1936, excellent runger.

£265—Standard 8 sports tourer, 1947, very much above average condition in every respect, grey, blue interior, a little specimen.

£185—M.G. 2-litre sports saloon, 1938, a truly excellent example in black with attractive pigskin interior.

£45—Austin 7 Swallow special 2/4-seater sports, an exceptional little car.

URGENTLY required, sports cars of all types, pre-war or post-war in above average condition; we pay top prices for good vehicles, but do not, however, and we would make this point quite clear, sell vehicles on a commission basis as in our opinion "if it's not worth buying, it's not worth selling." So if you have a good sports car for disposal and bring it to us your journey will certainly be worth while.

WE are now open 7 days a week.

HIRE purchase terms on all vehicles.

BERT MASON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3078

SPORTS CARS

ALEC UNDERWOOD offers:—

SINGER Le Mans 9hp 1934 2-seater, good condition, all round hood, screen and tonneau; £175.

SINGER Le Mans 9hp 4-seater, resprayed grey, blue upholstery, good all round; £150.

1947 M.G. T.C., in excellent condition, an outstanding bargain; £325.

UNDERWOOD-RUSLING (SPORTS CARS), Ltd., Queensberry Rd., Kettering. Tel. 3351. [C4075

PERFORMANCE CARS, Ltd., offer:—

THEIR usual unparalleled selection of over 200 new and used guaranteed cars at Windmill Garage, Great West Rd., Brentford, Middx. Write or ring Ealing 6841 for our 15-page list; consult our full-page advertisement in last week's "Autocar," or scan next week's issue for current bargains. [C3041

J. DAVY, Ltd., London Sports Car Stockists, offer

AUSTIN-HEALEY 100 sports 2-seater, in red with red leather upholstery, heater, overdrive.

TRIUMPH TR2, in pearl white, fitted with heater and overdrive.

TRIUMPH TR2, in black with fawn hood, brown vynide.

FIAT 1100 T.V. sports saloon, in duo light and dark blue colour scheme.

A.C. Ace sports 2-seater, 5,000 miles only, in red with fawn leather.

M.G. T.D. Midget, in red with red leather, 26,000 miles only; £445.

BRISTOL Warrior 2-lt. sports racing car; particulars on application.

FIAT 1100 1955 (Feb.), 5,000 miles only, green with beige upholstery.

ALVIS Speed 25 4-seater tourer, recently overhauled, in very good condition; £295.

J. DAVY, Ltd., 180, Kensington High St., W.8. Western 9641. [C1069

£75—Singer 9hp coupe, 1934, black, good condition throughout.—Cox, Park 9596. [7152

395gns.—Frazer Nash-B.M.W. registered 1953 1½-litre special streamlined super sports 2-seater.

325gns.—Frazer Nash-B.M.W. 1957 type 55 super sports 2-seater.

325gns.—M.G. Midget 1947 11hp T.C. 2-seater.

145gns.—M.G. Midget 1933 model 8hp J2 2-seater.

125gns.—Austin 7 1934 65 sports 2-seater.

125gns.—Lagonda 1934 4½-litre saloon; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

DELAGE drop head coupe 1950 show model, new hood, Cotal electric gear box, ideal for Continental touring.—Western 9641. [C1069

1928 Vintage Alvis 12/50, original T.T. team car; £70.—L. F. Dove, Ltd., 115, Addiscombe Rd., East Croydon. Add. 3066. [C1076

RILEY 1957 Lynx Sprite, excellent condition, best offer over £250.—Moss, Bradwell, Roman Rd., Shrewsbury. [7169

LANCIA Lambda, fantastic performance after Lay-stall rebuild, balanced crank, Weber carb., India tyres, dazzling 2½-litre tourer impossible to fault; £235.—Carpenter, 7, Church St., Christchurch. [7014

JOHNSON & BROWN offer: 1950 Healey Silverstone, £575; 1951 Allard saloon, £475; new Austin-Healey 100, immediate delivery.—268-270, High St., Bromley. Ravensbourne 8841-2 and 6479. [C2073

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars, see under Bentley, Healey, Jaguar, Riley and Rolls-Royce columns; allow us to quote for your present car. [C1046

AUSTIN 7 special, rebuilt 1952, lowered suspension, attractive alloy 2-seater body, paintwork, chrome immaculate, sound motor, hood and side screens; £95 o.n.o.—Liversidge, 126, Gloucester Terrace, London, W.2. Ambassador 8138. [6999

EXCLUSIVE Ford V.8 sports car, Mercury engine, specially built aluminium body, highly attractive appearance and performance, registered 1948, 2-3-seater, reasonable offer accepted.—Schofield, Braeside, Delph, nr. Oldham. Delph 397. [7021

TALBOT 110 3½-litre 2-seater sports, completely re-built 1950 at cost of nearly £1,000; most bills available, André tele-t and many extras, new tyres, genuine 100 m.p.h. plus; any trial; £500 o.n.o., owner going overseas.—Sutton, 477, Sidcup Rd., Eltham, S.E.9. Ell. 1326. [7300

HEALEY (Alvis engine) delivered May, 1953, this car is the personal property of a managing director of a company connected with the motor trade, non-standard features include Scintilla magneto, oversize inlet valves (6 new spares), Alfin brake drums, 3.54 axle ratio, blinkers, 8.1 compression ratio, 5 spare wheels fitted with Dunlop racing tyres and tubes, all of which are included in the price of £1,075; car can be seen in North-west London.—Tel. Humphries, Hendon 6321, or Bowler, Wembley 3345. [6947

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX—Excellent cash prices for good sports cars.—H. P. Edwards 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Autowenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6291. [0753/R

STANDARD 8

HC **£129**!!!—Standard 8 1939 saloon; this attractive and popular car at an unrepeatable price; good engine, lovely interior, excellent tyres and battery; a one-family car since new; h.p. exchanges.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9021. 9 a.m. to 7 p.m. [C2091

NEWNHAMS, Ltd.

1954 Standard 8 saloon, spare unused, excellent condition; £465.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

ELM AUTOSALES offer:—

1955 (model) Standard 8 de luxe saloon, dove grey, blue leather, 5,000 miles only, fitted heater, unmarked and as new; £525.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

TANKARD & SMITH (DUFF, MORGAN), Ltd.

STANDARD 8, 1954, one owner, low mileage; £445.

PART exchange, h.p., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7296

SLOCOMBES, Ltd., for cars with unique guarantee:—

1953 (December) Standard 8, grey, one careful owner, fitted extras; £465; part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 Standard 8hp saloon, grey/red Tygan, heater, nominal mileage; £425.

BERKELEY Sq., London, W.1. Grosvenor 4343. [7088

1954 Standard 8, low mileage, many extras, immaculate; £495.—Fro. 4329. [7046

£155—1940 Standard 8 de luxe.—J. & H. Motors, 50, Conway St., Hove. 31026. [7260

1948 Standard 8 tourer, immaculate throughout, £275; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£165—1939 Standard 8 tourer, mechanically sound; terms.—Autoships, 5, Balham High Rd., Balham 1505. [C1009

1954 Standard 8, 6,000 miles, heater, many extras, immaculate; £465.—Tolworth Motors, Kingston By-pass, Tolworth. Elmbridge 2254. [C4081

1946 Standard 8 saloon, choice of 3 from £255.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

£465—1954 Standard 8, green, hub discs, wing mirrors, unmarked, under 6,000 miles.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/2619. [C3071

1947 Standard 8 saloon, finished in black with blue, real leather interior and sunshine roof, a very attractive and excellent specimen, any trial or examination; £275.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pen. 5457. [C3000

MONTE CARLO Rally performance Standard 8, twin carbs., 4-branch exhaust, h/c Lead, high axle ratio.—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. [C1106

R.A.C. Rally winning conversion, always available, see our advert. under Standard 10. New and used cars available with or without conversion; demonstrations; h.p. terms, part exchange.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1054

1954 Standard 8 saloon, duo colour blue and grey, 19,000 miles; £450.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Standard 8s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

W. HAROLD PERRY require Standard 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042

STANDARD 10

1937 Standard 10 sln., above average; £135.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1955 heater, guaranteed 1,900 miles only; £600, terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2820 [7645

MONTE CARLO Rally performance Standard 10, twin carbs., high compression head, 4-branch exhaust.—George Boyle (Sports Cars), Mollington, Nr. Chester. Great Mollington 353. [C1106

R.A.C. Rally winning conversion, as used on "works" entered cars, now available on 8s and 10s; stock of new and used cars with or without conversion usually available; send for data; demonstrations; h.p. terms, part exchange.

1954 Standard 10, in birch grey with red interior, low mileage, many extras, in excellent condition, registered late 1954, complete with Alexander's twin carburettor conversion; £635.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1054

Standard 10 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard 10 Cars Wanted

SLOCOMBES, Ltd.

WE are always pleased to purchase nice examples of Standard 10s.—38-52, Dudden Hill Lane (Nr. Dollis Hill Underground). Willesden 4869. [W4017

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

STANDARD 12

£375!!!—1948 series Standard 12 convertible, magnificent condition; the finest we have had.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

£315.—1947 Standard 12 drop head coupe, radio, heater, immaculate condition; terms.—Autosnips, 5, Balham High Rd., Balham 4509. [C1009

STANDARD 14

AUTOMOBILIA, Ltd., offer:—

1948 (June) Standard 14 4-door de luxe sunshine saloon, grey, red leather, heater, fog lamp, one owner, excellent condition; £545.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

1948 Standard 14 saloon, colour black; £325.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

STANDARD 14hp 1947 coupe, new hood, steering, engine bearings, good tyres; £275.—Summerfield, 14, Peregrine Rd., Littlehampton, Sussex. [6898

295gns.—Standard 14 1947 de luxe saloon, sliding head, leather, one owner, excellent condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD VANGUARD

BENTALLS, Ltd.

1951 Standard Vanguard saloon, maroon, beige upholstery, 18,000 miles; £465.—Kingston-on-Thames. Kingston 1001 [C1093

CAR MART, Ltd.

1954 Standard Vanguard saloon, grey with maroon upholstery; £650.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

KJ MOTORS, Ltd., offer:—

1953 Phase I, grey with grey upholstery, a one owner car, taxed year, supplied and maintained by us; £565.

1951 Phase I, black, fawn leather, heater, fog lamp, twin wing mirrors, a one owner car, taxed year, originally supplied by ourselves; £475.

WIDMORE Rd., Bromley. Rav. 3456. [7102

CLARKES OF FIRBRIGHT, Ltd., offer:—

1953 Standard Vanguard saloon, finished in black, red upholstery, one owner, fitted overdrive, heater, H.M.V. radio, excellent condition; £625.

FIRBRIGHT, Surrey. Brookwood 2201-2. [C1049

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1952 Standard Vanguard saloon de luxe, overdrive, heater; £545.—Brown's Garage, Loughton (Essex) 6262. (Tube.) [C1034

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 (December) Vanguard saloon, grey, red leather, radio, heater, overdrive, windscreen washer, two spot lamps, low mileage, in showroom condition; £750.

BERKELEY Sq., London, W.1. Grosvenor 4343. [7089

1953 Standard Vanguard, green, green interior; £565.

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [C2032

CARRS AUTO SALES, Ltd., Standard and Triumph distributors,

OFFER used cars of exceptional quality:—

1954 Vanguard Phase II, black, heater; £675.

1951 Vanguard, black, heater, choice of 3; £450.

STANDARD House, South End, Croydon. Tel. Croydon 6088 and 0266. [C1102

1952 Vanguard with overdrive, fitted heater, covers and discs; £525.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2035

ESTATE car, 4-door, in green, one owner, heater, etc.—J. Davy, Ltd., 180, Kensington High St., W.8. Western 9641. [C1069/1

ESTATE car, one owner, overdrive, radio, heater, new tyres; £650, offers.—Crookshank, 17, Ovington Square, S.W.3. [7302

1951 (July) Vanguard saloon, grey, maroon interior, heater etc., exceptionally fine order; £445.—Robbins, East Putney. Tel. 7881. [C3010

VANGUARD 1952, black, immaculate condition, heater, covers since new; used by company director; £475.—King, Vic. 6066, 9-5.30 p.m. week-days. [6847

1951 (Nov.) Standard Vanguard saloon; £425, terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [7270

VANGUARD, 1951, heater, exceptional condition, any trial; £450. H.P. if desired, exchange considered.—Wal. 8122. [6464

1954 Standard Vanguard Phase II; choice of 5 from £695; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

G & M ALFREDS (1936), Ltd.—1952 Standard Vanguard saloon, radio, heater, leather, small mileage, exceptional.—6-7, Warren St., W.1. Euston 5268. [C1005

STANDARD VANGUARD

1952 Standard Vanguard, one owner, radio, heater, loose covers; £450.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1955 Standard Vanguard, black, leather, heater, loose covers, 2,000 only, cost £875; £775.—Steele Griffiths, London, S.E.5. Rodney 2201-6 [6955

1952 Vanguard black, saloon, one owner, good condition, heater, for immediate sale privately; £495 o.n.o.—Tel. Finchley 1000. [7195

1953 Vanguard saloon, one owner, leather, dark green, low mileage; £545; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

CASS'S MOTOR MART.—1952 Standard Vanguard, genuine 16,000 miles, one owner; £510; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1953 Standard Vanguard, black/red leather, heater, overdrive; £575, exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (Few minutes Clapham Junction.) Batt. 2252. [C3022

1955 Standard Vanguard diesel saloon, less than 1,000 miles, very economical, 50mpg, real bargain, not to be missed; £895.—Premier Motors, 295, Lewisham High St., S.E.13. Lee. 1051. [C3083

1955 Standard Vanguard, fitted overdrive, heater, spotlights, etc., 750 miles; 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1953 Standard Vanguard, grey, heater and leather, excellent for year; £575.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1953 estate car, grey, blue interior, overdrive, radio, heater, screen washers, spotlamp, one owner; £685.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2 and 6479. [C2073

TANKARD & SMITH, Ltd., offer 1952 Vanguard saloon, blue/red, one owner, superb condition throughout; £535, three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801.

425gns.—Standard Vanguard 1952 saloon, leather, heater, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Standard Vanguard, colour black, leather and heater, in very superior condition throughout; another bargain at £425 from—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

1952 (July) Standard Vanguard saloon, 15,000 miles only, one private owner, finished comet blue with blue interior, the whole car in brand new condition; price £550 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3016

1951 (July) Vanguard saloon, one private owner only, 22,000 miles, fitted with overdrive, radio, heater, almost new tyres, regularly serviced, excellent condition; owner taking delivery new car; £475.—Ranger, Rustington, Sussex. Tel. Rustington 1768, or daytime, Littlehampton 1345. [6844

Standard Vanguard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

Standard Spares and Service

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares, all models from 1937 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5496. [0475/R

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5599

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [9286/R

STANDARD spares, all models from 1935 (replacement units from 1936); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0255/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition; £725.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016

1940 Studebaker Champion 21hp 4-door saloon, perfect condition throughout, heater, etc., genuine 26 m.p.g., any inspection invited; £225.—Tel. Croydon 1866. [6263

1954 Studebaker, Farina type body, 3,000 miles, as new.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4023

Studebaker Cars Wanted

SCOTT CARS

REQUIRE urgently Studebaker cars; also Buicks, Chevrolets, Citroens, Jaguar Mark VIIs.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 7779/8676. [W4016

SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/3903. [W4015/R

SUNBEAM

CHARLES FOLLETT, Ltd., offer:—

1954 Sunbeam convertible, grey, red leather, heater, one owner, 16,000 miles, excellent condition; £1,015.

SHOWROOMS:—13, Berkeley St., W.1. Mayfair 6366.

SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1955 Sunbeam Mark III saloon, sapphire blue, overdrive, 7,500 miles, cost £1,200; accept £1,125.—Dr. McKean, Leominster. [7161

1954 Sunbeam Mark III saloon, ivory/red, fitted heater, windscreen washers, etc., very nice condition; £895.—John Trigg, Ltd., Esher 2255. [C4068

1955 series Sunbeam Mark III convertible coupe, finished sapphire blue, fitted heater and other extras, low mileage, beautifully kept car; £1,145.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

SUNBEAM ALPINE

B. J. HUNTER, Ltd., offer:—

1954 Sunbeam Alpine coupe, very attractive car in cream, cost £1,500; bargain at £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine Roadster, red with fawn upholstery, fitted heater, 4,000 miles; £1,045.

1953 Sunbeam Alpine Roadster, sapphire blue with fawn upholstery, 5,000 miles; £925.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1954 Sunbeam Alpine, finished in red, radio, heater, one owner from new, excellent condition.—H. Leverton & Co., Ltd., Broad St., Spalding. Spalding 3221. [6576

CARTWRIGHT HAMILTON CARS, Ltd., offer: 1955 Sunbeam-Talbot Alpine, finished in Alpine mist with red leather, a specimen low-mileage car in superb condition; £850.—London Office: 282, Kensington High St., W.14. Wes. 0207. [7308

ROSE & YOUNG, Ltd., offer 1953 Sunbeam Alpine sports, fitted radio, heater, rev. counter, etc., one owner, exceptional condition, ivory with red leather; £850.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

SUNBEAM-TALBOT

WM WELBECK MOTORS, Ltd., proudly offer the fastest Sunbeam-Talbot saloon in England:—

1954 (registered September, 1953) Sunbeam-Talbot saloon, in special 2-colour scheme of maroon and silver, with radio and heater, Alpine engine, 9.4 to 1 compression giving 116 mph in top and 95 in third (timed), strengthened chassis, special steering and brakes; this car costs approx. £600 more than a normal Sunbeam-Talbot; price £895.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). [C4049

TOM GARNER, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mk. IIA convertible, gun, htr., rdo., many extras, 17,000 mls.; £995.

1954 Sunbeam-Talbot 90 Mk. IIA sln., light gun, 8,000 mls.; £995.

1952 Sunbeam-Talbot 90 Mk. II sln., bronze, htr., rdo.; £725.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2030

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIA saloon, gun grey with red upholstery, 11,000 miles; £1,045.

1954 Sunbeam-Talbot Mark IIA convertible coupe, cream with red upholstery, 10,000 miles; £1,095.

1955 Sunbeam-Talbot Mark III convertible coupe, overdrive, crystal green with green upholstery, fitted heater, 3,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BRADSTOCK MOTORS, Ltd., offer:—

1950 Sunbeam-Talbot 80 convertible, black, fitted radio and heater, Ace Rimbellishers, excellent condition, taxed year, £515; also

1949 Sunbeam-Talbot 80 saloon, green, one owner, low mileage, really immaculate; £515.—Chase Rd., Epsom 5696-7. [C1090

PHŒNIX MOTOR Co. (SURREY), Ltd.,

FOR all Rootes Group products.

1951 (September) Sunbeam-Talbot coupe, black/beige, heater, loose covers, new hood; £615.

MANY other models available.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

SLOCOMBES, Ltd., for cars with unique guarantee.

1950 (August) Sunbeam-Talbot 90 convertible, bronze, fitted heater, radio, wing mirrors; £570. Part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1952 Sunbeam-Talbot saloon, with heater, seat covers, beautiful condition, fully guaranteed.—Leonard Williams (Distributors), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 5400. [7270

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

SEYMOUR & CLEMENTS, Ltd., offer:—

1950 (October) Sunbeam-Talbot 90 saloon, black, first-rate condition, any exam., £545.—38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1954 Sunbeam-Talbot 90 saloon, finished black, red leather, radio, rev counter, many extras, one owner, as new throughout; £965, maximum H.P. terms available. [C1001

1951 Sunbeam-Talbot 90 saloon, excellent condition, 4 new tyres; £595.—PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121. [C3058

1947 Sunbeam-Talbot d.h. coupe, black, grey leather, exceptional condition; £565.—G. E. HARPER, Ltd., London Rd., Stevenage. Tel. 700. [6845

CAMDEN MOTORS offer the following high-class Sunbeam-Talbots from their stock of 500 cars.

1939 10hp sports saloon, grey/grey hide, condition comparing most favourably with post war, extremely good order; £295.

1948 2-litre 14hp sports saloon, metallic bronze, windtones, fog and pass lights, very fine engine and most outstanding road performance; £445.

1950 drop head coupe, Mk. I 90 series, very beautiful car, all extras, radio and heater, etc.; £595.

1951 saloon Mk. II 90 series, bronze with red leather, faultlessly maintained by one owner, radio, etc.; £645.

1953 saloon Mk. IIa series, duo finish, many extras, white side-wall tyres, nominal mileage; £795.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

1952 convertible in London area, no dealers.—Full particulars to Wood, Station Terrace, Shenfield, Brentwood 1953. [7020

1952 Sunbeam-Talbot 90 saloon, bronze/red, white-wall tyres, very nice condition; £645.—Below.

1952 Sunbeam-Talbot 90 saloon, black/red, fitted heater and radio, very good condition; £655.—John Trigg, Ltd., Esher 2255. [C4066

1950 Sunbeam-Talbot 90 saloon, heater, radio, immaculate; £550.—A. Owen (Hendon), Ltd. Col. 3185 [7146

1947 Sunbeam-Talbot 10hp sports, immaculate, radio; £395.—G. J. Jeffrey, 17, Ivedon Rd., Welling, Kent. Bexley heath 9970. [7222

1938 Sunbeam-Talbot 3-litre saloon, nice order throughout, £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

SUNBEAM-TALBOT 1953 model Mark IIA, saloon, alpine mist, heater, Ace Rimbellishers; £775.—Bishop, 28, High St., Ryde, I.O.W. Ryde 2488. [7187

1951 Sunbeam-Talbot drop head, new hood; £575.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C5088

£435—1948 Sunbeam-Talbot 10 saloon, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

525 gns.—Sunbeam-Talbot 90 1951 Mark II sports saloon, sliding head, leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Sunbeam-Talbot 10 1940 sports saloon, sliding head, leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£725!!!—1952-3 series Sunbeam-Talbot 90 sports saloon; this vehicle is practically in 1955 condition, magnificent throughout, the finest we have ever had.—Below.

£585!!!—1950-1 Sunbeam-Talbot 80 convertible, most carefully used, rare and unusual specimen.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1951 Sunbeam-Talbot 90 d.h. coupe, grey with grey interior, radio and heater, carefully used, one-owner car; £695.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [7394

1950 (March) Sunbeam-Talbot 80 saloon, grey, taxed, one owner, exceptional condition; £525.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 3585.

1954 (May) Sunbeam-Talbot, heater, etc., 7,800 miles, 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1951 Sunbeam-Talbot 90 saloon, black, red leather upholstery, built-in heater, one owner, very carefully maintained; £645.—Hillwood Motors, Mill Hill (London) 4232. [6941

1954 Sunbeam-Talbot Mark IIa, 3,000 miles; £985.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

1953 Mark IIA Sunbeam-Talbot saloon, genuine 21,000 miles, fitted with Radiomobile, heater, overriders and other accessories; £895.—R. F. Fuggle, Bushey Heath, Herts. [C2017

1951 (May) 90 Mark II sports saloon, satin bronze colour; the whole car in new condition, very low mileage; price £615, or h.p., exchanges arranged.—Whiteley & Cressy, Engineers, Peterborough. [6280

1954 Sunbeam-Talbot 90 saloon, light stone with red upholstery, heater, fog lamps, screen washer, rev counter, low mileage; £965.—Herbert Robinson, Ltd., Regent St., Cambridge. Tel. 4461. [7131

1949 (Oct.) Sunbeam-Talbot 80 sunshine saloon, good; £485; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C3059

SUNBEAM-TALBOT

SUNBEAM-TALBOT 10hp sports tourer, 1946 September, red, fitted tubeless tyres, windtone horns, screen washers, heater, spotlights, wing mirrors, superb condition, real gem; £350. Exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625; exchanges, hire purchase; details, information on request.—55-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079

Sunbeam-Talbot Cars Wanted

ROOTES,

DISTRIBUTORS,

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—95, Kinnerton St., S.W.1. Sloane 5424. [W3045

ALMOST new Sunbeam-Talbot required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.

URGENTLY required, 1949-55 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8582

TALBOT

TALBOT 110 3½-litre 2-seater sports, completely rebuilt 1950 at cost of nearly £1,000; most bills available, André tele-s and many extras, new tyres, genuine 100 m.p.h. plus; any trial; £500 o.n.o., owner going overseas.—Sutton, 477, Sidcup Rd., Eltham, S.E.9. Elt. 1326. [7301

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0863/R

TRIUMPH

DICKS.

1939 Triumph 14hp Dolomite coupe, grand appearance, bargain; £250.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

BENTALLS, Ltd.

1953 Triumph Mayflower saloon, blue, blue upholstery; £525.

KINGSTON-ON-THAMES, Kingston 1001. [C1095

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Triumph 2000 Roadster, a model now in short supply, black coachwork with red leather upholstery, in excellent condition, mechanically sound throughout; 459gns. or £96/19 deposit, balance 24 months.

HIRE purchase terms on the spot with no references, or formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1949 Triumph 2000 razor-edge saloon, grey/grey, radio, loose covers, really clean condition; £445.

1948 Triumph 1800 Roadster, grey/blue, two owners since new, super condition throughout; £465.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 1200 (20 lines). [C2005

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, fitted special hard top; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHIPSTEAD MOTORS, Ltd., offer:—

ROADSTER 2000, 1949, beautiful condition, maroon, new hood, twin horns, pass lamps, loose covers, low mileage; £520.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052, 7253, 7154. [C1046

WESSEX MOTORS, New St., Salisbury.

PART of the Henly organisation.

OFFER from a stock of over 250 cars.

1954 (May) TR2 sports finished in white with maroon leather trim, 7 days' trial, 4 months' guarantee.

TELEPHONE Mr. Webb-Bowen at Salisbury 5275.

WESSEX MOTORS, New St., Salisbury. [C4087

TRIUMPH

1951 Triumph Mayflower; £475.—Below.

1948 Triumph 1800 saloon; £395.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3088

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Triumph Mayflower saloon, in grey, fitted heater, taxed year, 12,500 miles only, an exceptional motor car; £585.

1951 Triumph Mayflower saloon, in excellent order throughout; £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, black, red leather interior, one owner, excellent condition throughout, taxed; £525.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1651. [C4009

CARRS AUTO SALES, Ltd., Standard and Triumph distributors.

OFFER used cars of exceptional quality:—

1949 Triumph 2,000 saloon, black, excellent condition; £450.

STANDARD House, South End, Croydon. Tel. Croydon 6068 and 0266. [C1102

LAMBS OF WOOD GREEN, established 1897. Triumph bargains.

£525!!!—Triumph Roadster, 1949, whole car immaculate and looks 1952 condition, spotlessly maintained example, real bargain.

£495!!!—1949 Triumph Renown 5-6-seater saloon, unblemished, moderate mileage.—Below.

£545!!!—1950-51 Triumph Renown saloon, beautifully maintained example.—Below.

£695!!!—1953-4 Triumph Renown saloon, many extras, opportunity to obtain really new condition car at bargain price.

LAMBS OF WOOD GREEN, 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd. (East Finchley Underground). Tel. Finchley 6222-3-4. [C2052

TR2 1954, 15,000 miles, with overdrive and tonneau; £810.—Box 5029. [7042

£450—1952 Mayflower, black.—Ham. 4335, 10-12 a.m. and 2-4 p.m. [7264

MAYFLOWER '53, blue, recellulosed, lthr., htr., radio, 21,000, £540.—Tel. Vic. 2793 or Horley 492. [6964

1954 Triumph TR2, ice blue, wire wheels, radio, heater; £750.—Wootton Downs, Wootton, Nr. Woodstock, Oxon. Tel. Tackley 239. [6684

J. H. BARTLETT.—Triumph 1955 TR2, 1,200 miles only, wire wheels, B.r.g.; £850.—27, Pembridge Villas, W.11. Bay. 0525. [C1015

1953 Triumph Mayflower, blue, 9,000 miles only, loose covers; £525.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1951 Triumph Mayflower saloon, one owner, 28,000 miles, black, immaculate condition; £440.—Apply Vickery's Garage, Ilfracombe 80. [6904

1949 Triumph 2000 Roadster, recent engine overhaul, new hood; £495.—Ace of Spades Garage, Great West Rd., Hounslow 5476. [C2050

£498.—Triumph 2000 razor edge 1950 sln., one owner, exceptional original cellulose, faultless mechanically, many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1953 Mayflower saloon, black, red leather, heater, Notek fog lamp, exceptionally fine condition; £525.—Robbins, East Putney. Tel. 7861. [C3010

1955 TR2, black, red upholstery, under 1,000 miles, showroom condition; £820, or near offer.—Beckenham 1181/2. [6984

1955 Triumph TR2, nominal mileage, absolutely as new; £825.—S. F. Erskine & Sons, Ltd., Tel. Woking 4641. [C2051

1953 Triumph Mayflower, heater, low mileage; £555; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 81, Cowley Rd., Uxbridge 5022. [C4089

JACK ROSE, Ltd. offer 1951 Triumph Renown saloon, loose covers, open to any examination; £545.—Stafford Rd., Wallington, Surrey. Wall. 6677. [C3056

1953 (July) Triumph Renown saloon, finished grey, 17,000 miles, radio, faultless condition; £695.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3016

1949 Triumph Roadster 2000, gunmetal grey, good condition, red leather, radio, Lifeguard tubes; £430 or nearest.—Box 5033. [7066

1953 Triumph Mayflower saloon, fitted heater, 12,000 miles, black; £535.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

MAYFAIR GARAGES, Ltd.—Reg. 1952 Renown saloon, silver grey hide, heater, one owner, immaculate condition; £475.—Balderton St., W.1. Mayfair 3104-5. [C3009

1947 Triumph 1800 Roadster in bronze, red leather upholstery, radio & heater, fine example of this popular sports car; £445.—Hillwood Motors, Mill Hill (London), 4232. [6942

£495!!—Opportunity to acquire a very unique car, 1951 Triumph Mayflower coupe, one owner only, 28,000 miles.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [6773

1951 Mayflower, black, new engine and shock absorbers, works maintained, private; £425.—Miles Druce & Co., Ltd., Horn Lane, Acton, W.3. Acorn 4616. [7092

1953 model Mayflower, black, fitted radio and heater, leather interior, genuine 7,000 miles only, immaculate; £545.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1955 (model) Triumph TR2 sports, radio, leather, heater, 5,500m., 4 months' guarantee.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

TR2, 1955, mileage 6,700, dark green, red upholstery, wire wheels, radio, heater, tonneau cover; £850.—Tel. Caridia, Whitehall 9501 during business hours. [7106

£475—1951 Triumph Renown razor edge saloon, maroon with beige leather, heater, a most outstanding car.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/2619. [C3071

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

TR2, 1954, July, red, overdrive, heater, radio, child's seat, extra windows in hood, not used for competition; £750.—A. Wishart, Ltd., 37, High St., Berwick-upon-Tweed. [7025

1952 Model Triumph Renown, leather upholstery, overdrive, heater, recent complete overhaul at works, low mileage; £575.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6954

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower, black/beige leather, radio and heater, one owner, 14,000 miles, showroom condition; £565.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

1954 TR2, pearl white/red, special equipment, heater, racing springs and shock absorbers, specially tuned engine, latest brakes, very low mileage, one owner; £795.—Odeon Motors, Ltd. Bar. 1144. [C3088

1954 Triumph TR2, green, overdrive, wire wheels, spot and fog lamps, tonneau, competition brakes, works tuned engine, 10,000 miles; £850.—Wootton Downs, Wootton, Nr. Woodstock, Oxon. Tel. Tackley 239. [6883

£550.—1952 (Feb.) Triumph Renown 2000 saloon, grey, red leather, heater, excellent tyres, one careful owner who has covered only 21,000 miles, taxed year.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

12,000 miles, Triumph Mayflower, black, red leather, heater, spare unused, carefully used, maintained by us, taxed year, first registered October 1952; £550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011/2

1954 (November, 1953) Triumph Renown saloon, black, brown leather, heater, good tyres, spare unused, mileage 17,000 believed genuine, really immaculate car, taxed; £775.—R. S. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead 3431-2. [C3011/1

XXX 1952 (June) Triumph Mayflower saloon, black with fawn leather, H.M.V. radio, heater, screen washers, fog lamp, quite outstanding, one owner car; written guarantee; £495, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

ALMOST new Triumph required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WANTED, Triumph TR2, would part exchange 1953 Prefect.—Box 4988. [6875

BARTLETT will pay more for good TR2 Triumphs.—27, Pembridge Villas, W.11. Bay. 0523. [W1013

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 3000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

GOOD Triumph equired immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3000

XXX—Excellent cash prices for good Triumph cars.—H. F. Edwards 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Triumph Spares and Service

TRIUMPH distributors, for spares service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). [0555/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

1952 Humber shooting brake, on Pullman chassis, a beautiful oak and ash body by Tickford, lavishly equipped and fitted folding seats, trimmed in beige hide; this is a genuine low mileage example of this rare model.

100 Great Portland St., London, W.1. Langham 6044-5. (Private Branch Exchange.) [C4072

DICKS.

1947 Alvis 14hp utility, most useful 4-door body, highly recommended; £375.

1948 Standard 14hp utility, maker's body, 4 doors plus rear opening door, fitted hydraulic brakes; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

BEDFORD Utilabus, first registered November, 1953, 11,000 miles, colour ice blue, fitted roof lining, roof ventilator, two interior lights, heater, fire extinguisher, windscreen sprays, taxed for year; £550.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

PETER BANTOCK CAR SALES offer:—

1955 Ford 7-seater 10cwt Utilicon, 2,000 miles only, fitted H.M.V. radio, heater, etc., literally a brand new vehicle at a saving of over £100 at £645.—104, High Rd., Chiswick 2725/5870. [C1014

UTILITY CARS

ROWLAND SMITH'S for utility cars.

645 gns.—Bedford late 1954 Martin Walter 12-seater Dormobile, beige, heater, moquette seat covers, one owner, small mileage, exceptional.

365 gns.—Austin 16 1948 4-door 5-seater shooting brake, natural timber, brown leather, heater, fold-flush rear seating, drop tailboard, excellent condition.

295 gns.—Ford 8 1953 Utility, removable rear seating, side windows, rear entrance, one owner, small mileage.

295 gns.—Land-Rover 1950, Perspex side screens, excellent condition.

295 gns.—Lea-Francis 1948 14hp shooting brake, 4-door, 5-seater, natural timber body, removable rear seating, drop tailboard, very good condition.

79 gns.—Jeep (Willys), registered 1950, enclosed body, spare wheel; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Austin Countryman A40; £465.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 8266. [C2053

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 Hillman Estate car, heater, over-riders, one owner, excellent condition throughout, fully guaranteed; £675.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. [6584

CAMDEN MOTORS offer the following estate cars and utilities from their stock of 500 vehicles.

AUSTIN A70 Hereford estate car 1953, genuine A Countryman series; choice of 2 very immaculate low mileage specimens from £785.

FORD 10 Utilicon 1952 series, genuine Martin Walter 7-seater, spick and span appearance and absolutely first-class mechanically; £395.

HILLMAN Phase II estate car, Sept. 1948, 4-door standard production model, fold-flat rear seats, column gears, very smart indeed; £375.

HILLMAN estate car 1954, very low mileage one-owner vehicle used for pleasure motoring only, faultless mechanically; £695.

STUDEBAKER Dictator 6-seater estate wagon, bodywork of post-war manufacture, natural hardwood with grained ash pillars, smart, fast and economical; £195.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

£325!!!—1953 Jowett Bradford utility, costing £700 when new, magnificent spotless condition.—Below.

£195!!!—1947 Bradford utility-type vehicle, excellent condition and value.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase, 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1954 Hillman estate car, colour beige; £625.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1028

G & M ALFREDS (1936), Ltd.—1953 Hillman Minx Anniversary model estate car, above average condition.—Below.

1953 (September) Morris Oxford Travellers Car.—6-7, Warren St., W.1. Euston 3288. [C1005

STANDARD 12 estate car, coachbuilt body, regd. Nov., '51, excellent condition; £275.—Redhill 3514 (day).—Nutfield Ridge 3272 (evenings). [6819

1951 Austin A40 Countryman estate car, green, excellent condition; £460, exchanges, terms.—Peter Guest, Ltd., King's Lynn. Tel. 4129. [4612

1953 and 1952 8hp shooting brakes and vans from £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1948 Hillman Minx estate car, Phase II model with genuine 4-door bodywork, in splendid order and very well maintained; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

£395 Jowett Bradford utility 1952, one owner, exceptional mechanically, beautiful body & interior; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1953 Phase II Vanguard estate car, light green, as new throughout; £745; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1953 Minx estate, in first-class order throughout; £635; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

VANGUARD utility 1950 (Dec.), in perfect order after only 18,000 miles, used as private car only; £365.—14, Ritherdon Rd., S.W.17; or Balham 1736 after 7. [7015

1955 A40 Countryman, 907 miles, heater, as new, cost over £770; unique opportunity at £695.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C5045

1954 Morris Dormobile, unmarked, 7,000 miles, one owner, luggage rack; (new price about £900) at £588; terms, exchange.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [C4100

1953 (September) Bedford Martin Walter Dormobile, one owner, 15,000 miles, very carefully used; £595.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [5354

1955 (April) Bedford Dormobile, grey, 4,300 miles, roof lining, trafficators, double wipers, etc., privately owned as ideal holiday car; £750.—Coventry 64418. [6896

BEDFORD Dormobiles by Martin Walter. A few low-mileage models in stock.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

UTILITY CARS

JOWETT Bradford utility, late 1947, recon. engine, new gear box, perfect condition, all bills kept for last two years; £195, o.n.o.—Trickey, 55, Barnabot House, Redhill St., N.W.1. [7211

CASS'S MOTOR MART.—1952 Standard Vanguard Estate, grey, leather, s. & h., unblemished, one owner, outstanding A40 Countryman Estates from £475; written guarantee.—5, Warren St., W.1. Euston 4110. [C.040

1953 Standard Vanguard Estate car, grey, blue interior, overdrive, radio, heater, screen washers, spot lamp, one owner; £685.—Johnson & Brown, 268/270, High St., Bromley, Ravenscourt Park 8841-2 and 6479. [C2075

1948 (December) 2½-litre Riley timbered-body estate car, in most excellent condition, a very rare vehicle; £435; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

AZ MOTORS for Utility bargains.—1950 Bedford Martin Walter 7/8-seater, one owner, £350! 1948 Hillman estate car, really beautiful condition, £345! Also 1938 Ford V.8 utility, snip, £95.—100, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1953 (June) Hillman Mk. VI Estate car, gunmetal grey, brown leather, loose covers, Underseated, wing mirrors, excellent tyres, spare unused, moderate mileage, one careful owner, taxed year; £650.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

£525.—1954 Ford Pilot factory built estate car, 12,000 miles; also 1948 Humber Hawk utility, £395, one owner; and 1931 Rolls-Royce 25 utility, first class, £350; and 1953 Jowett Bradford de luxe utility, £355; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

19000 miles, Standard Vanguard estate car, grey, blue leather, heater, Michelin X tyres, this car has been carefully maintained and is in immaculate condition; first registered June, 1953; £710.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

ROYS AUTOMOBILES, Ltd., offer 1952 A40 Countryman type estate, smart, £395; 1950 Bradford utility, 4 seats, as new £255, another £195; 1947 Ford 8 utility, 4 seats, convertible for sleeping, ideal holiday vehicle, £185; many others; trade enquiries welcomed; terms and exchanges.—127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. [C5056

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DORMOBILE wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [6971

MORRIS Traveller wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3013

ROYS always good buyers of utilities.—127 Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [W3059

WANTED, Austin A40 or similar estate car, max. £400, van considered.—Smith, 257, Astordby Rd., Melton Mowbray, Leicestershire. [6905

VAUXHALL 10

1938 Vauxhall 10 saloon, well above average, new engine and loose covers fitted; £215!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1947 Vauxhall 10, one owner, repainted dark blue, immaculate condition; £365.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1025

VAUXHALL 12

TANKARD & SMITH (DUFF, MORGAN), Ltd.

VAUXHALL 12, 1940, recellulosed, good order; £205.

PART exchange, h.p., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [7298

VAUXHALL 12, 1948, low mileage, taxed year, in excellent condition; £355.—Tel. Rickmansworth 5090. [7145

1948 Vauxhall 12 saloon; £365.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3059

1948 Vauxhall 12 saloon, excellent condition, new tyres; bargain, £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

£359.—1948 Vauxhall 12 saloon de luxe, any trial.—G.F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024

VAUXHALL 14

1934 Vauxhall 14/6 saloon, garage maintained, thoroughly reliable; £75.—(Harrow) Grimsdyke 3530. [7221

£375 Vauxhall J type 1947 4-door sln., exceptional body, cellulose & interior, super mechanically; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1939 Vauxhall 14 saloon, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

VAUXHALL 1936 14hp saloon, one owner, new suspension units, battery, clutch, brake linings, recently rewired, any trial; £125.—Astral House, St. Mary's Bay, Ashford, Kent. [6580

345 gns.—Vauxhall 14, October 1947 de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

NEWNHAMS, Ltd.

1954 Vauxhall Wyvern saloon, radio, heater, etc.; £665.

NEWNHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

G. N. Ltd., Vauxhall main dealers offer:—

1953 Vauxhall Wyvern, grey, one owner; £615.

278/280, Balham High Rd., London, S.W.17. Bal. 1033 (7 lines). Showrooms open 8 a.m.-8 p.m. Including Saturdays. [7097

1952 Vauxhall Wyvern saloon, black, excellent condition throughout; £575.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4280. [C4055

£480!!!—1951 Vauxhall Wyvern saloon, leather upholstery, absolutely spotless condition.

LAMBS OF WOOD GREEN (Est. 1897). 100 guaranteed cars; exchanges, hire purchase. 421-425, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1954 (model) Vauxhall Wyvern, heater, one owner; £625.—A. Owen (Hendon), Ltd. Col. 3165. [7155

1955 Wyvern, pewter grey, low mileage, heater, radio, extras; £725.—Tel. evenings Oxford 6568. [7201

£465—Vauxhall Wyvern 1950 4-dr. sln., leather interior, one owner, faultless body & interior, good mechanically, many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017

1951 Vauxhall Wyvern, black, recellulosed, superb order; £480.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4019

1950 Wyvern saloon, finished in Cresta 2 colours, most attractive car. £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1953 Vauxhall Wyvern saloon, empress blue and blue leather, fitted heater, fog lamp, windscreen wash, low mileage, exceptional condition; £625.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1953 (October) Wyvern saloon, green, fawn interior, heater, fog lamp, etc., excellent condition, new engine; £595.—Robbins, East Putney. Tel. 7881. [C3010

1952 (October) Vauxhall Wyvern saloon, metallichrome grey, with red interior, one owner since new, excellent condition throughout; £545.—Below.

1949 Vauxhall Wyvern saloon, black, excellent condition throughout; £405.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

1952 Vauxhall Wyvern, one owner, low mileage; £615; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1954 Vauxhall Wyvern, blue grey, heater; £685; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern saloon, black/beige, 15,000 miles, heater; £679, terms, 15% deposit, balance over two years; exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1951 saloon fitted with radio, heater, electric clock and twin spotlights, interior almost like new, black cellulose, without blemish, in outstanding condition through careful use; £485.—45, Sylvan Way, West Wickham. Hav. 5681. [7056

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offers:—

1954 Vauxhall Velox, black, brown upholstery, windscreen washer; £695.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

AUTOMOBILIA, Ltd., offer:—

1950 (June) Vauxhall Velox 4-door de luxe sunshine saloon, silver grey, red leather, heater, excellent condition; £435.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1089

H. A. SAUNDERS, Ltd., offer:—

1954 Vauxhall Velox saloon, blue, fawn upholstery, heater; £735.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1953 (April) Vauxhall Velox saloon, green with green upholstery, fitted radio and heater, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Velox, radio, heater, etc., black/red, low mileage; £695.

1953 Velox, heater, covers, etc.; blue, v. low mileage, immaculate; £645.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

CENTRAL GARAGE (CROYDON), Ltd.

1954 Vauxhall Velox, silver grey, one owner, very low mileage, whole car as new; £770.—Fell Rd., Croydon, Surrey. Tel. Croydon 7464. [C1086

VAUXHALL VELOX

1949 Vauxhall Velox; £425.—Below.

1950 Vauxhall Velox; £465.—Below.

1953 Vauxhall Velox, choice of two, from £640; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Vauxhall Velox saloon, fitted radio and heater, very good order throughout; £425.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

G.N., Ltd., Vauxhall main dealers, offer:—

1954 Vauxhall Velox, grey, heater, speedo, reading 11,500; £695.

1953 Vauxhall Velox, grey, radio, heater; £635.

278—280, Balham High Rd., London, S.W.17. Bal. 1033 (7 lines). Showrooms open 8 a.m.-8 p.m. including Saturdays. [7096

CARTWRIGHT HAMILTON CARS, Ltd., offer:—

1954 Velox equipped with radio, heater, screen washers reverse lights, etc., finished in black with red upholstery; £685.—London office: 262, Kensington High St., W.14. Wes. 0207. [6752

SLOCOMBES, Ltd., for cars with unique guarantee.

1953 Vauxhall Velox, one-owner example in green/2-tone green interior, equipped radio, heater, wing mirrors, spot lamp; £645. Part exchanges cars or motor cycles.

SLOCOMBES, Ltd., Car Division, Willesden 4869. [C4017

1953 Vauxhall Velox saloon, black, heater, etc. 17,000 miles; £675.

W. J. BROWN, Ltd., 329, Finchley Rd., N.W.3. Hampstead 2284. [C1025

1952 Vauxhall Velox saloon, black, grey upholstery, heater, genuine one-owner car; £595.

1954 Vauxhall Velox saloon, blue, 2-tone upholstery, 9,000 miles, one fastidious owner; £695.

G. S. HALL, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [5900

1954 Vauxhall Velox, heater, radio, immaculate; £695.

1953 Vauxhall Velox, heater, radio, immaculate; £650.—Norman Autos, 344/354, London Rd., West Croydon. Thornton Heath 4657. [C4069

VELOX (June, '54), 9,000 miles, condition as new, works maintained; £745.—Owner, Riverside 5201. [7072

1952 Vauxhall Velox, finished in blue; £540.—Andover Motor Co., Hants. Andover 3405. [7129

1953 Velox, black, radio, heater, a really fine car; £625; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley N.2. Finchley 0052-3-4, any time. [C4065

1953 (October) Velox saloon, blue, blue interior, one owner, exceptionally fine condition; £645.—Robbins, East Putney. Tel. 7881. [C3010

1949 Vauxhall Velox, black, radio and heater; £435; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3025

VAUXHALL Velox, black, one owner, heater, immaculate; £429.—Jack Posner (Autos), 595, Hendon Way, N.W.4. Hen. 8011-2. [C3063

1955 Vauxhall Velox saloon, grey, virtually new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Velox, red, heater, windscreen washer, wing mirror, taxed, 9,000 miles, excellent condition, owner leaving country; £775.—Box 5026. [7040

1950 Vauxhall Velox de luxe saloon, heater, taxed; £435; H.P. terms, part exchanges.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Uxbridge 5032. [C4089

1952 Velox, green, leather upholstery, heater, etc., low mileage, immaculate; £589.—Jack Posner (Autos), 595, Hendon Way, N.W.4. Hen. 8011-2. [C3063/1

1951 Vauxhall Velox saloon, black, outstanding condition; £475.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019

MAYFAIR GARAGES, Ltd.—1949 Velox de luxe saloon, black, brown hide, one owner, scrupulously maintained since new; £400.—Balderton St., W.1. Mayfair 3104-5. [C3008

1952 Vauxhall Velox, blue/grey, radio, heater, one owner; £545; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 Vauxhall Velox, grey, fitted radio, heater, screen clean, excellent condition, taxed year (another as above, blue, less radio); £685.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [C1078

1953 (Oct.) Velox director's car, immaculate finish, 14,000 miles, heater, screen wash, loose covers, Link mats, fog lamp, reversing lights; £650.—Lovejoy, 186, Whitby Rd., Eastcote. Pinner 8462. [6897

565 gns.—Vauxhall Velox 1953 saloon, metallichrome green, heater, screen washers, one owner, good tyres, excellent condition; terms, exchanges; list.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Vauxhall Velox, silver grey, grey interior, one owner, moderate mileage, radio, heater, loose covers, etc., exceptional condition throughout; 3 months' guarantee; £725.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

VAUXHALL VELOX

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox de luxe saloon, blue/maroon, 5,000 miles, heater, £719; 1953, blue/blue, black/beige, low mileage, heater, choice three from £639; 1952, grey/red, green/green, heater, £579; 1951, black/beige, heater, £429; terms, exchanges; lists; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3069

Vauxhall Velox Cars Wanted

ALMOST new Velox required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 25

LIMOUSINE, 1957, excellent condition, chassis, 3-abreast occasionals, original owner, immaculate, black; £370.—Victoria Garage, Edgware Rd., Crickiewood. 5029 Gladstone [C1103

VAUXHALL CRESTA

1955 (January) Vauxhall Cresta saloon, 2-tone colour, 5,000 miles only; £885.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

1955 Vauxhall Cresta saloon, grey, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Manchester. Tel. 4965. [C1010

1955 Vauxhall Cresta, special paintwork, 2,000 miles only, radio, covers, many extras, magnificent condition.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 Vauxhall Velox, black, brown interior, heater, screen clean, condition excellent; £645.

1952 Vauxhall Velox, black, beige interior, heater and seat covers; £575.

1950 Vauxhall Wyvern, black, brown interior, heater; £465.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C3032

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars; depots at Ashton (Ashton 1817), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wilmslow 4952). [0285/R

Vauxhall Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

G.N., Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N., Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033. [0201/R

VAUXHALL cars, post-war models, urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

XXX—Excellent cash prices for good Vauxhall cars.—H. F. Edwards 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS, Ltd., spares, accessories, reconditioned units; Perkins diesels.—Bromley. Rav. 3456. [0395

EFFICIENT repairs! Gears, gear boxes, suspensions (pair DY, £13/10; DX, £15; 10/12/J, £13/10; 25, £30; guaranteed; trade discount.—T. & P., 10, Winchester Mews, N.W.3. Pri. 2647. [B4100

VAUXHALLS.—Reconditioned service units available from stock for DX, DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering gears, differentials, rear axle assys., water pumps, oil pumps, springs, clutch pressure plates, brakes, etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Hendon 7605/6. [C964/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton. Elmbridge 1875, buy and sell pre-1915 cars, all types. [C4070

VINTAGE CARS

£80.—Alvis 1930 Silver Eagle 2-seater, very satisfying performance.—McDougall, Fotel Rubens, London. Victoria 6600. [6888

1927 Austin 7 Chummy, total mileage approx. 20,000, completely original, excellent condition, good tyres, battery, full history; £50 o.n.o.—Dove, Ashtead 696. [6886

1925 Bullnose Morris Cowley tourer, f.w.b., excellent tyres, battery and mechanical order; £50.—Evans, Hoddington Arms, Upton Grey, nr. Basingstoke. Tel. Upton Grey 71. [6900

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen Centre.

THE original U.K. specialists and leading distributors insist on our genuine spares and specialised service, coachbuilding, cellulosing; new, used and reconditioned cars available.—Tel. Ripley 2361. [0373/R

WM WELBECK MOTORS, Ltd., offer a choice of two identical-to-new Volkswagen de luxe saloons.

1955 (December 1954) Volkswagen de luxe, strato silver, mileage 10,000 approx.; £645.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

ELM AUTOSALES, the Volkswagen enthusiasts, offer:—

1954 Volkswagen de luxe saloon with sun roof, black, beige interior, 8,000 miles only, brilliant and unmarked throughout; £675.

1954 Volkswagen de luxe saloon, 10,000 miles only, ultra maroon, usual extras, twin exhausts, perfect order throughout; £635.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1954 Volkswagen sun roof de luxe, one owner, extras, guaranteed; £625.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C5041

1955 Volkswagen de luxe in black, mileage 800; £685.—L. J. Perren (Motor Cycles), 512-516, Lady Margaret Rd., Scutthall. Waxlow 4811. [7061

V&F MONACO MOTORS, the only Volkswagen specialists in London; we concentrate exclusively on the Volkswagen and handle no other make.—Below.

V&F MONACO MOTORS.—1954 de luxe saloon, 1,192cc, 5,600 miles, bronze; £645.

V&F MONACO MOTORS.—1954 de luxe saloon, 1,192cc, 12,000 miles green; £635.

V&F MONACO MOTORS.—1955 de luxe sun roof saloon, H.M.V. radio, extras, 23,000 miles, green; £595.

V&F MONACO MOTORS.—1947 saloons, choice of two.

V&F MONACO MOTORS.—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0642/R

1954 and 55 low mileage de luxe saloons in stock.—Ralph Beard, Volkswagen Specialists, East St., Farnham, Surrey. Tel. day or night Farnham 5494. [C1092

1954 (September) Volkswagen saloon, grey, genuine one owner and only 8,000 miles, superb bargain; £595.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [7283

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80 mph while doing 35 mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge. Theydon Bois 2077. [0014/R

1953 Volkswagen de luxe saloon, sunshine roof, two-tone green, radio, covers, spot, fog, reversing lights, windscreen washer, turbo discs; £590.—Uplands 4226. [6906

VOLKSWAGEN, works mileage only, unregistered, 1955, de luxe saloon, finished black, unrepeatable offer at £650 or £150 down; exchanges.—Harry Davies Car Sales, 359, High Rd., Willesden, N.W.10. Willesden 7172. [6915

Volkswagen Cars Wanted

THE Volkswagen Centre require good Volkswagen cars, all years and models.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. [0990/R

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045

BRADSTOCK MOTORS, Ltd., Volkswagen agents, require good used Volkswagens urgently.—Chase Rd., Epsom 5696-7. [W1090

V&F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0500/R

Volkswagen Spares and Service

V VW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.), May. 6718. [0647

C COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares; 24-hour postal service; technical service available.—Tel. Ripley 2361. [0995/R

PRIDE & CLARKE, Ltd.—" By return " Volkswagen spares service.—Stockwell Rd., S.W.9. Brixton 6251. [S5068/R

Volkswagen Spares and Service

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

V&F MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines; insurance repairs, conversions to R.H.D.; all Volkswagen accessories stocked.

V&F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

REPAIRS (Supervision, Mr. Tarrant, Diploma V.W. Works); seat covers, £5; parts, cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 2647. [S4100

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

1954 Wolseley 6/80, black, one owner, E.W. maintained;

1953 4/44, black, one owner, 21,000 miles, excellent condition; £710; several other reconditioned Wolseleys available.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. Mayfair 5951, 599, London Rd., Croydon, Thornton Heath 4283, or 11 Chelsea Manor St., S.W.3. Flaxman 8181. [C4046

A1 at Browns.

1955 Wolseley 4/44 saloon, black, heater, etc., 1,700 miles; £815.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284.

H. BEART & Co., Ltd., offer:—

1955 model Wolseley 4/44 saloon, genuine 7,000 miles; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Wolseley 4/44 saloon, green with green upholstery, fitted, 12,000 miles; £755.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHIPSTEAD MOTORS, Ltd., offer:—

£365.—Sept., 1946, Wolseley, immaculate, in black, heater, rebored, etc.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

PETER BANTOCK CAR SALES offer:—

1953 series Wolseley 6/80, black and brown leather, small mileage, one owner; £550.—104, High Rd., Chiswick 2725/5870. [C1014

GUY SALMON AUTOMOBILES offer:—

1955 Wolseley 4/44 saloon, maroon/red leather, 7,000 miles, radio; £795.

1948 Wolseley 8hp saloon, one owner, ideal small family 4-door saloon, immaculate condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MEBES & MEEZS, Ltd. (Est. 1893), offer:—

1950 Wolseley 4/50 de luxe saloon, black, brown upholstery, heater, spotlight, one owner, excellent condition; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

£545!!!—1951-2 Wolseley 6/80 saloon, outstanding example, privately used, bargain opportunity.

LAMBS OF WOOD GREEN (Est. 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley (East Finchley Underground). Finchley 6222-3-4. [C2052

1952 Wolseley 6/80, one owner, black, leather, heater, 17,000 miles, excellent condition, £555.—Below.

1953 Wolseley 6/80 saloon, one owner, black with brown leather, heater, 20,000, but looks a great deal less, an immaculate car; £655; written guarantee, terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. [C4065

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1952 Wolseley 6/80, radio, heater, one owner, excellent condition, green, with green leather; £525.—Tel. Beckenham 6027. [7029

1938 18/85hp Wolseley saloon, splendid runner, nice order; £150.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

BARGAIN of the year!—1948 series Wolseley 18hp saloon, sound throughout; £260!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 (March) Wolseley 6/80, colour green, with green interior, fitted radio and heater, whole car immaculate; £675.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1950 Wolseley 6/80 saloon, light fawn, brown leather interior, radio, heater, etc., 29,000 miles, one fastidious owner; £495.—Broadway Motors, 67, High St., Hounslow. Hou. 0175 [7286

1953 Wolseley 6/80 saloon, dark green, heater, one very careful owner, 19,000 miles, very beautiful car; £625.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [6770

1954 Wolseley 4/44, silver grey, 4,000 miles only, twin speaker radio, heater, dual mirrors, screen washers, cost £900; £805.—Steele Griffiths, London, S.E.5. Rodney 2201-6. [6960

1938 Wolseley 18 saloon de ville, £100 overhaul bills available; £145 or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954-5 Wolseley 4/44, in black, brown leather upholstery, 3,000 miles only, one owner, heater, as new; £825.—Hillwood Motors, Mill Hill (London) 4232. [6945

WOLSELEY

1952 (October) Wolseley 6/80, metallic green, heater, screen wash, 2 Lucas Flamethrowers, 2 new tubeless tyres, radiator blind, thermometer; £595.—Wellings, Derby St., Macclesfield. [7000

£675.—Wolseley 6/80 saloon, 1954, maintained in perfect condition by one owner, specification includes heater and leather upholstery, twin spot lamps, extras fitted radio and windscreen wash.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

CASS'S MOTOR MART.—1949 (June) Wolseley 25 limousine, black, immaculate, 25,000 miles; chauffeur maintained, director's car.—5, Warren St., W.1. Euston 4110. [C1040

WOLSELEY 4/44, Sept. 1953, black with brown upholstery, chauffeur maintained, one owner, under 10,000 miles, heater, washers, fog lamp, perfect and unmarked; £725.—H. I. & A. Rubens, Chartered Surveyors, Abbey 4848. Private, Langham 7732. [7093

XXX 1953 (May) Wolseley 4/44 saloon, black with red leather, heater, screen washers, an absolutely immaculate and outstanding car, written guarantee; £715; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

695 gns.—Wolseley 6/80 1954 saloon, black, red leather, heater, twin passlights, Regency loose covers, one owner, 7,500 miles, practically new; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

Wolseley Cars Wanted

RS ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Wolseley required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

JACK ROSE, Ltd., require immediately 4/44 Wolseley cars.—Stafford Rd., Wallington. Wall. 6677. [W3058

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961.) [0473

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Wel. 1101. [0517/R

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists, 300 cars available mostly under £400; 6 months' written guarantee on post-war cars, 3 months on pre-war cars.

WE can quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unequalled hire purchase terms from one-fifth deposit, balance 24 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. six days a week.—Raymond Way, Kilburn, N.W.6. Maida Vale 6044. [0829/R

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. [C3010/R

MAKIN & HARRISON of Chiswick.—Good selection of popular cars; exchange your present car, motor cycle or combination, h.p. terms to suit your pocket!—Write, 'phone or call and suggest your own requirements, 492-6, High Rd., W.4. Chiswick 0558. Open week-days until 7 p.m. [C3077

Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0284/R

IF you wish to sell your car for cash write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

GOOD used cars wanted, any make or h.p., immediate cash.—Traynor Motors of East Ham, Grangewood 2530. [W4052

MAKIN & HARRISON of Chiswick.—London's top price buyers of good popular cars; H.P. a/cs settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W2071

AMBULANCES

AMBULANCES, new and used, large selection; from £100 to £500.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, canteens, kiosks, vehicles and trailers, new and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

MOTOR HEARSES

1927 (Nov.) 40/50 Rolls-Royce hearse by Dotteridge; in exceptional condition; £195.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

HEARSES, HEARSES, HEARSES.—Alpe & Saunders (Coachbuilders), Ltd., Station Approach, Kew Gdns., Richmond 1161.

WE build hearses on any chassis; brochures available. [M1104

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [0102/R

FORD 10cwt van; Austin A40 pick-up; both finished in primer.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

1955 Commer 5cwt, 9,000 miles, owner driven, green, unwritten, many extras; £450 o.n.o.—Thanet 22694. [7257

G & M ALFREDS (1936), Ltd.—1950 and 1951 Ford 10cwt gown vans, 3 rail; 1953 Ford 5cwt gown van.—6-7, Warren St., W.1. Euston 3268.

1955 Austin A40 Pick-up, negligible mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1952 5-cwt van shooting brake, series E; £295; immaculate order.—Lawton-Goodman, 135, Crickiewood Broadway, N.W.2. Gladstone 2226. [C2022

BUNTINGS MOTOR EXCHANGE for light commercials, all makes; Bradford specialists; list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0264/R

1955 model, 2,000 miles, Thames 5-cwt van, colour green, unwritten, taxed, as new; £390.—John Avery, 228-230, Banbury Rd., Oxford. Tel. 59353. [6945

1952 Bradford van, supplied and serviced by us as Jowett agents, in new condition, no writing, guaranteed; £250.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4053

1949 (September) Bedford 12cwt van, practically as new, one owner, nominal mileage; £255; terms.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1951 (Oct.) Austin A70 Hereford Pick-up, reconditioned engine, recellulosed bodywork, excellent tyres, in first-class cond.; £395.—The Bucks Motor Co., Ltd., Aylesbury 164/5. [6836

1955 Thames 5cwt van, Underseal, heater, passenger seat, rear bench seat, 2,000 miles, grey, sound proofed, many extras; £485.—36, The Verne, Portland, Dorset, Portland 3305. [7156

1955 Volkswagen 15-cwt. van, double doors both sides, 9,000 miles, £635; 1954 Morris 10-cwt van, 15,000 miles, £450; terms, exchanges.—Lockhart's Service Depot, Chiltern Rd., Dunstable. Tel. 114. [6989

ROYS AUTOMOBILES, Ltd., offer the following plain vans: 1951 A40 £275, another £250; 1951 Ford 8 £185, another £175; 1949 Ford 10 £195, another £185; 1947 Austin 10 £165 another £150; 1946 Ford 10 £145, another £135; 1949 Morris 10 £195, another £185; 1947 Ford 8, £105.

ROYS AUTOMOBILES, Ltd., offer the following pick-ups: 1952 A40 pick-up, fitted with tilt, many extras, low mileage, £550; 1951 A40 plain black pick-up, £275; many others from £100.—Tel. or call 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8894. Easiest terms. Trade enquiries welcomed. [C3059

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ROYS always good buyers of vans and utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894 [W3059

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LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; E.A.C. approved sites at Elstree and Birchington-on-Sea.—If you cannot call, please write or 'phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1564), or Court Mount, Canterbury Rd., Birchington-on-Sea, Thanet 41657. [0584/R

BURLINGHAM new 14ft 4-berth, choice of layout, hand made; £595; modern hire fleet available.

BURLINGHAM CARAVANS, Garstang, Lancs. [0327/R

A. S. JENKINSON, Ltd., U.K.'s largest caravan distributors, still maintain personal touch, with greater selection all uniquely guaranteed for 12 months, renowned after-sales service, also guaranteed a site that you will like; easiest deferred terms; cheap delivery; if you cannot call, please write to A. S. Jenkinson, Ltd., Dept. A.C., Bath Rd., Taplow, Maidenhead, Berks. Tel. Maidenhead 3414. Equal selection at 80, Oxford St., London, W.1. Tel. Langham 5606. 2 mins. Tottenham Court Tube. 57-59, Hammersmith Bridge Rd., London, W.6. Tel. Riverside 5141. One minute Hammersmith Broadway. All branches open 7 days a week until 7 p.m. or later by appointment. [M2045

NEW CARAVANS

SIDDALL, the top quality "thoroughbred" at a realistic price.—Siddall Caravans, Ltd., Old Bath Rd., Cheltenham. Tel. Cheltenham 4618. [0872/R

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WESTERN CARAVAN SERVICES, Ltd

SPECIALISTS in high-class caravans for long periods; keen rates quoted; immediate delivery all areas United Kingdom; distance no objection.

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GOOD class caravans for hire, attractive site, Orcombe Point, Exmouth, April-September.

ALSO mobile fleet, lightweight 4 berths, proprietary makes; save the long tow to Devon.

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HIGH-CLASS mobile caravan hire fleet, latest models specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 301. [0976/R

CARAVANS FOR HIRE

MODERN touring caravan fleet, 2 to 5 berths, lowest rates.—Vanmaster, 20, Ongar Rd., Great Dunmow. Tel. 7. [4697

CARAVAN ACCESSORIES

CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0570/R

TOWING brackets, over 100 designs from stock.—H. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R

CARAVAN EQUIPMENT

HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441/R

WORTH caravan and trailer, chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [0095/R

TRAILERS

LONDON stockists for Brockhouse and Tasker trailers for private and commercial purposes from £51/10; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19 (3 mins. Morden Tube Station). Liberty 8221—8 lines. [M2086

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AUTHORISED Distributors for A.C., Ace, Aceca and 2-litre saloons; immediate or early deliveries.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe E., Bournemouth. (Tel. Southbourne 43344.) [N4024

RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petite; immediate delivery on payment of ¼ deposit, choice of colours; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0776/R

A.C. Ace, Aceca and 2-litre saloons; immediate or early delivery; demonstrations anywhere; exchanges.

RUDDS OF WORTHING, distributors, adjacent Central Station, Worthing. 7775-4. [0440/R

J. DAVY, A.C. distributors, present the Ace, Aceca and 2-litre range for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641, also at 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069

PRIDE & CLARKE, Ltd.—A.C. Distributors; all models for inspection and demonstration; exchanges welcomed; one-fifth deposit secures delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 2511) and 237, Brixton Hill, S.W.2. Tul. 5664. [N3068/R

ALFA-ROMEO

S. MORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. [0194/R

THOMSON & TAYLOR (BROOKLANDS), Ltd., sole concessionaires United Kingdom.—Portsmouth Rd., Cobham 2848-9. [0626/R

ALLARD

ALLARDS MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acre Lane, Brixton, S.W.2. Brixton 6451. [0442/R

ALVIS

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE.—Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0307/R

INGLIS AUTOMOBILES OF EDINBURGH, main agents.—Sales, spares, service.—64-78, Pitt St., Edinburgh, 3. Tel. Waverley 5784. [0756/R

MANCHESTER.—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc., 19. Rus. 2894/5. [0825/R

GALT OF GLASGOW, Scottish distributors, can offer one Alvis T.C. 21/100 saloon and one Alvis T.C. 21/100 Tickford drop head coupe, both subject to being unused; reserve your new Alvis now; contact us at once.

JAMES H. GALT, Ltd., 52, Woodlands Rd., Glasgow, G.3. Tel. Douglas 7598. [0751/R

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GUY SALMON AUTOMOBILES.

SEE and try the new 1955 Armstrong Siddeley Sapphire range, together with the magnificent new 7-passenger limousine, at Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5551-2-3. [N4001

CLARKE'S OF FIRBRIGHT for the Sapphire; 24-hour service, Guildford and Woking district.—Pirbright, Surrey. Brookwood 2201-2. [N1049

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2. —Armstrong Siddeley distributors for Lancashire and part Cheshire. Tel. Deansgate 6157. [0603/R

MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow 0022. [0203/R

WALTER SCOTT, Ltd.—New Sapphire from stock; part exchange or H.P.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [N4006

PASS AND JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire.—184-188, Gt. Portland St., London, W.1. Museum 1001. [0711/R

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey. Vigilant 0125. [0157/R

LYTTELTON GARAGE, Ltd.—1955 new Sapphires from stock; part exchanges, h.p. terms, after-sales service, repairs.—Hampstead Garden Suburb, Speedwell 8500 and 3350. [0192/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Armstrong Siddeley area dealers, immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0499/R

WILSONS. "The Enthusiastic Owner-Agents." immediate delivery all models. See our 1955 "Sapphire" show and have a demonstration run at any time (including Sundays) at 1-3, Dorking Rd., Epsom, Surrey. Epsom 3901, or 34, Acre Lane, S.W.2. Brixton 4011. Quick delivery and "Service that Excels." [N4085/R

ASTON MARTIN

FRIARY MOTORS, Ltd., main dealers.

IMMEDIATE delivery DB2-4 saloon, green/beige.—Old Windsor. Windsor 2002-3. [0761/R

ORGANS OF OXFORD, three counties distributors, demonstrator in stock, very early delivery ensured. —E. H. Organ & Sons, Ltd., Banbury Rd., Oxford. Tel. 59613-4. [0105/R

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AUSTIN

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DOVE, Ltd., main dealers and distributors, Croydon & District, 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [N1077/R

GATEHOUSE offer:

EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models, part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [N4008

ROWLAND SMITE'S for Austin.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

KDM & CHERRINGTON, Ltd., 9, Albemarle St., London, W.1. Gro. 5551. [N2054/R

A40 Countryman, finished grey.—E. Vaughan, 10-11, Aylesbury St., Bletchley, Bucks. Tel. 166. [6466

HILLINGDON MOTORS, Ltd., Austin direct agents, full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588.

R. G. WIMBUSH, Ltd., Austin Stockists; part exchanges and h.p. facilities.—512, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0247/R

SMITH & HUNTER, Austin direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. [N4019

SPRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southgate, N.14. Pal. 5576-7, evenings Pal. 6974. [0272/R

AUSTIN A30 and A90 saloons, for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

WHITBY'S OF ACTON, Ltd., Austin direct agents, Westminster and A50 saloons on show, orders booked for early delivery of other models, easy terms.

273, The Vale, Acton, London, W.3. She. 5385 (near Napiers). [6853

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Austin models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R

AUSTIN A30 4-door saloon, black/red, list price; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [N3022

IMMEDIATE delivery new Austin A40 pick-up truck. —British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 8586. [N1027

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LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston-on-Thames.—The Austin main agents; we have most models on view; demonstration cars available; exchanges and deferred terms.—Kingston 3151 (6 lines). [0265/R

THIS is the Austin Jubilee year and you certainly couldn't do better than secure early delivery from the range of Austin saloons, A30 2-door or 4-door, A40 or A50 Cambridge, A90 Westminster; current market value for your present car subject to inspection.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

MEBES & MEBES, Ltd. (Est. 1893). The Direct Austin Specialists for past 30 years, offer early delivery of most models, including commercial vehicles; part exchange and extended payments, always in stock a number of used Austin cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

AUSTIN-HEALEY

BURGE & INGLIS, Ltd.

AUSTIN-HEALEY, red; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4669. [N4017

HALLS (FINCHLEY), Ltd.

YOUR inspection invited of the new Austin-Healey 100; hard top and sliding windows available if required; part exchanges, hire purchase.—Odeon Parade, North Finchley, N.12. Hil. 1044. [5634

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

AUSTIN-HEALEY 100, black, immediate delivery.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242.

HAVE you tried this amazing sports car? If not we shall be pleased to arrange a run for you on our demonstration model, choice of colours from stock. H. A. SAUNDERS, Ltd., Austin Distributors, 836-42, High Rd., North Finchley, N.12. Tel. Hillside 5272.

BROMLEY.—For your new Austin-Healey.—Johnson and Brown, 268,270, High St., Bromley. Ravensbourne 8841-2. [N2075

AUSTIN-HEALEY 100, green, with heater, immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1085

NEW Austin-Healey 100, red, black upholstery, immediate delivery.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0280/R

NEW Austin-Healey 100 sports, green, green leather, immediate delivery.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4054

AUSTIN-HEALEY 100, red with red leather, immediate delivery; £1,063/12/6 (inc. tax).—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex, Mol. 6109. [N4053

HILLINGDON MOTORS, Ltd., Austin-Healey specialists; new cars from stock; demonstration.—325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 6588. [N2062

J. DAVY present the Austin-Healey for inspection and demonstration, 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also at 215, Bompton Rd., S.W.5. Knightsbridge 4211. [N1069

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Surrey. Tel Kingston 3151-6, offer immediate delivery 100 model sports, colour red with black hide upholstery; exchanges and deferred terms. [0389/R

AUSTIN-HEALEY, the production sports car on which extras are standard equipment: buy your Austin-Healey from Donald Healey Motor Co., Ltd., the Austin-Healey specialist; also sole distributors for Le Mans tuning kits in the United Kingdom.—Address: Donald Healey Motor Co., Ltd., Warwick. London Showroom: North Audley House, 42, North Audley St., W.1. [0089/R

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CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the S series Bentley saloon, demonstration cars available.

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GLOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3454. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 4540. [0588/R

DAVID ROSENFIELD, Ltd.,

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SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0560/R

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OFFICIAL Rolls-Royce and Bentley Retailers, offer for immediate delivery new Rolls-Royce Silver Dawn and Bentley Mark VI with special Freestone & Webb coachwork. Also Rolls-Royce Silver Wraith with special coachwork for early delivery.

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B.M.W.

SOLE concessionaires for the 2-litre Type 501, and the 2.6-litre Type 502 8-cylinder model.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

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RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributors, immediate delivery of all models on payment of 1/5 deposit; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds. Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0589/R

ROWLAND SMITH'S for Bond Minicar.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

BOND 2hp cars from £259 or £52 deposit.—Astons of Coventry, Gosford St. Tel. 62421. [0375/R

WE value cars in part exchange.—Performance Cars, Great West Rd., Brentford, Middlesex. Ealing 8841. [N3041

PRIDE & CLARKE, Ltd., Bond Minicar distributors; all models and colours in stock; one-fifth deposit secures, balance over 24 months; exchanges welcomed.—Stockwell Rd., S.W.9. Brixton 6251 [N3068/R

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METCALFE & MUNDY, Ltd.

SOLE concessionaires for all Borgward cars.

PASSENGER cars with optional automatic drive; also Express microbus with direct fuel injection; full range of commercial vehicles, diesels and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7.

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BORGWARD Hansa sole distributors for Herts and Beds; Isabella 1500 demonstration saloon available; early deliveries; trade enquiries invited.—28-30, High Town Rd., Luton, Beds. Tel. Luton 3954-5. [0956/R

SURREY, Sussex and Kent sole distributors for Borgward; demonstration cars available; early delivery new models; spares and service.—F. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) [0319/R

BURNS STATUE GARAGE, Ayr 5338.—Sole distributors Edinburgh and South of Scotland, demonstrations available on Petrol Injection car and 12-seater bus. [6591

E & T MOTORS, Ltd., sole distributors for Essex county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited.—655, High Rd., Leytonstone, E.11. Tel. Leytonstone 4277 and 6351. [0685/R

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GALT OF GLASGOW, distributors for Scotland for sales, spares and service.—52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0732/R

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel: 25280. [0 551/R

NEW Bristols, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3, and 14/16, High St., Esher, Surrey. [N1063/R

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A LIMITED importation of 1955 left-hand-drive Buick models; orders can now be accepted.

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CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Ad), Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3568. Distributors for London and Home Counties. [N1027/R

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NEW Chrysler Plymouth Belvedere V8 and 6 saloons now available for immediate delivery; choice of specification and colour.—Autosales (London), Ltd., 59/65, Belsize Rd., N.W.6. Maida Vale 5555, 2155. [7066

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GALT OF GLASGOW, distributors for Glasgow and West Scotland, have the latest Citroen cars available for early delivery; contact the Citroen enthusiasts for sales and genuine service.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [0983/R

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ALL models available for demonstration.—Tel. Esher 3560.

PORTSMOUTH Rd., Esher, Surrey [N1100

ROWLAND SMITH'S for Daimler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

SMITH'S MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15. New Cross 0462. [0528/R

DORKING MOTOR Co., Ltd., distributors, Daimler specialists.—2258 Dorking. [N1068

DAIMLER

SIDNEY MARCUS, Ltd., for your new Daimler, accredited agents, first-class after service.—53, Sloane St., S.W.1. Tel. Belgravia 5721. [N3006

DAIMLER Conquest saloon, finished in grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1085

HAMMERSMITH and Chiswick.—Daimler official agents, immediate delivery some models; full service facilities.—Rogers, Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. [N3054

WINDSOR and Slough area dealers.—Duotone Conquests and Century for immediate delivery.—Norman's Garage, 383, Bath Rd., Slough. Tel. Burnham 120. [6678

D.K.W.

SOLE Concessionaires for the Sonderklasse D.K.W.—Frazer-Nash Cars, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015

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FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for FIAT Cars and Spares. Distributors and Dealers throughout the country.

FIAT (ENGLAND), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0076/R

H. C. PAUL, Ltd.

SEE and try the Fiat range of cars; orders accepted for reasonable delivery.—52, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [N5040

FIAT 600s in Leicestershire!!

COME to Cox's of Conduit St., Leicester, for your new Fiat; the new 600s is here awaiting your pleasure for trial and demonstration; reasonable delivery assured if you order early.—Cox's Motors, Conduit St., Leicester. Tel. 60319. [N1059

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986/R

NEW FIAT 600 saloon, blue, price £585/10; immediate delivery.

MILESTONES SERVICE GARAGE, Ltd., 308 Erith Rd., Bexleyheath. Erith 2629. [6456

FIAT 600, early delivery; list price.—Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [N2065

T. P. BREEN, Ltd.—The new Fiat 600 available for demonstration; early delivery all models.—High Rd., Whetstone, N.20. Hillside 7741. [0060/R

ORDER your new 600 or 1100 Fiat from the specialist. 18 years' servicing experience.—Derrington, 159-161, London Rd., Kingston. Kingston 5621-2. [N1071

FIAT new 600 and 1100, etc., immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. [N3082

C. V. RUSHMER AUTOMOBILES, official Fiat Agents 600, 1100, 1100 TV in stock; early delivery all models.—45, Holland Park Mews, W.11. Park 5751. [N3061

RALPH BEARD, area dealers for Alton, Aldershot and Farnham, offers immediate delivery 600, 1100, and 1100 T.V. saloons; open week-ends.—East St., Farnham, Surrey. Tel. day or night Farnham 5494. [N1092

BIRMINGHAM.—Hatton Motors, Ltd., officially appointed Fiat stockists; delivery enquiries invited for the 600 and 1100; cars taken in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [0871/R

J. DAVY, distributors, now demonstrating the new 600 and the entire Fiat range; 21 other British and Continental makes on show at 180-184, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4211. [N1069

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COME and drive the fantastic Fiat 600 and Millecento; we value cars in part exchange.—Performance Cars, Distributors for West London and Middlesex, Great West Road, Brentford, Middx. Ealing 8841. [N3041

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CONSULT W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon.

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PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-670, Garratt Lane, S.W.17. Wimbledon 5051-2-3. [N4008

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NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater; £991/7/6.

GORDON CARS (LDN.), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [0974/R

ROWLAND SMITH'S for Ford.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

WOOD & LAMBERT, Ltd.—Main dealers.

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BLUE STAR GARAGES, Ltd., Rosemore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R

FORD Zephyr convertible, immediate delivery.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. [N3050

IMMEDIATE delivery Consul and Zephyr convertibles, choice of 8.—Sharwood Motors, 32, Uxbridge Rd., W.5. Ealing 1475. [3590

MAYFAIR and West End agent.—All new Ford models, drive for yourself a 1955 Zephyr before taking delivery from:

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CONSUL convertible black/beige; immediate delivery; cash or terms up to maximum period.—Wilmot Automobiles & Coachworks, Ltd., 34, Acre Lane, S.W.2. Brixton 4011 [N4085/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (3 lines). [0095/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery Consul convertible, power hood, Winchester blue, maximum H.P. terms available, 1/5 down, balance over 2 years. [N1001

NEW Ford Consul convertible, Winchester blue/blue leather, heater, manually operated hood; £399/15. immediate delivery.—Trinity Cars, Ltd., Ford retail dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4034

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

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ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—Woolwich Rd., Charlton, S.E.7. Greenwich 1858. [0880/R

THE NEWTON SERVICE GARAGE for early delivery all Rootes Group models, demonstrations available.—Newton's Corner, Forty Lane, Wembley Park. Opposite Wembley Town Hall. Arnold 5252 (4 lines). [0796/R

HILLMAN Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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HUDSON spares and service are available at Spikins (Twickenham) Ltd., 83-101, Heath Rd., Twickenham, Middlesex. Tel. Pop. 1035-6-7-8. [0478/R

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors, County of Lancashire & part Cheshire, sales, spares. Tel. ARD. 4361-7. [0839/R

HUMBER

HUMBER Super Snipe, finished in black, immediate delivery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3355. [N1083

HUMBER Hawk.—Trv Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; early delivery.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

PLACE your order now with R. S. Mead (Sales), Ltd., for the new Humber Hawk and Super Snipe for early delivery.—42, Queen St., Maidenhead. Tel. 3431-2. [N3011

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AREA dealers for Jaguar; the new Mark VII type M and XK140 available for inspection; demonstrations arranged; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hil. 1044. [5633

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HOFFMANNS OF LEICESTER, Ltd.,

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COOMBS & SONS (Guildford), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907/9. [0244/R

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley, Rav. 3456. [0286/R

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

JAGUAR Mark VII Type M, for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

NEW Mark VII M dove grey, overdrive, also all models for early delivery.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [N3006

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451

NEW Jaguars, good deliveries most models in stock, main dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [0069/R

IMMEDIATE delivery, new Jaguar Mk. VII saloon, finished birch with red leather, overdrive, list price.—Kingsway Motors (Bletchley), Ltd., Bletchley, Bucks. [6432

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0914/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer early delivery Mark VII M, cream, overdrive; also XK140 foursome drop head coupe, British racing green; maximum H.P. terms available, 1/5 down, balance over 2 years. [N1001

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1955 Willys Jeeps direct from U.S.A. available at last; larger, more comfortable, powerful; now on view.—Sole appointed British concessionaires: Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0853/R

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KAISER cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot; opposite London Airport, Hayes, Middlesex. [0309/R

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ALL new models in stock for immediate delivery.

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LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4858. [N4028

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TAYLOR & CRAWLEY, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6831. [N4076

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WOKING MOTORS.

DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Maybury Hill Garage, Woking 4277-8. [N4057

WELWYN SERVICE DEPOT, Ltd.,

HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R

SWANMORE GARAGE, Ltd., Bournemouth.

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MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R

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NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, also new Mercedes-Benz 220A, finished black, maroon interior.—Robbins, East Putney. Tel. 7881. [3010

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ROWLAND SMITH'S for M.G.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

SMITH MOTORS OF DULWICH for your new M.G. T.F.—285, Rye Lane, S.E.15. New Cross 0460. [0529/R

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MEBES & MEBES, Ltd. (Est. 1895), M.G. specialists, offer rotational delivery of Magnette saloon and T.F. 2-seater, various colours; part exchanges and deferred terms; always in stock a number of second-hand models with B.M.C. guarantee.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

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RON McKENZIE, Morgan distributors, Chester Rd., Manchester. Longford 2100. [0985

BASIL ROY, Ltd., Morgan distributors, full range on view, see and try Morgan fitted with TR2 engine.—161, Ot. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus-Four with TR3 engine.—Trv Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

MORGAN.—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [1059

MORGAN Plus 4; prompt delivery of these cars; spares for same, huge stocks of 4/4 and 3-wheeler spares.—P. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

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PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, easier deferred terms.—376, Kensington High St., W.14. Western 2512. [N4019

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R

MEBES & MEBES, Ltd. (Est. 1895), Morris Specialists for past 30 years, offer rotational delivery all models, including commercial vehicles; part exchange and deferred payments; always in stock, a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

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NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

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SIMPSON'S offer:—

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SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/5903. [N4015

OLDSMOBILE Sole Concessionaires in U.K.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0257/R

OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

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TRY the aerodynamic 850cc (42 bhp) air cooled front wheel drive 4/6-seater saloon and 3-seater sports Cabriolet: exceptional road holding, flat floor, 80mph, 40mpg; Agency enquiries invited.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

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TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R

MAYDAY MOTORS, Ltd.,

PEUGEOT Distributors; 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon. Thornton Heath 3473/4/5. [0977/R

PANTILES SERVICE GARAGE, Ltd., Guildford 5326.

PEUGEOT distributors for Surrey and East Hants.

IMMEDIATE delivery saloons and estate cars. [N3035

TRY the amazing Peugeot 203 at Lockhart's Service depot (Distributors for Beds., Bucks. and Herts.), Chiltern Rd., Dunstable. Tel. 114. [0561/R

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1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 8-10 weeks.

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SOLE concessionaires for the Type 356 1½-litre models and Type 550 Spyder competition model.

FRAZER NASH CARS, London Rd., Isleworth, Middlesex. Tel. Hounslow 0011. [N2015

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Fremantle 7722. [0928/R

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ROWLAND SMITH'S for Reliant 3-wheeler.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

RELIANT cars, £5 annual tax, 7hp.—Astons of Coventry, Gosford St. Tel. 62421. [0372/R

SLOCOMBES, Ltd.—Regal 7hp 3-wheelers, 50mpg; £389/12/9 inc. P.T.; immediate delivery; terms, part exchanges, cars, motor cycles, or 3-wheelers.—38-52, Dudden Hill Lane, N.W.10 (near Dollis Hill Underground). Willesden 4869. [N4017

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FOR your Reno.lt 750cc saloon for immediate delivery on ⅓ deposit.—Kilburn Bridge, N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0777/R

NEW Renault 750 saloon, grey; price £599/13/4, immediate delivery.

MILESTONES SERVICE GARAGE ELTHAM, Ltd., 729, Sidcup Rd., New Eltham, S.E.9. Elt. 3230. [6485

METROPOLIS GARAGES, Ltd., London distributors for Renault.—1-31, Maclise Rd., W.14. Sup. 5385-6-7. [0626/R

FRED GUY for new Renaults, immediate delivery. 750; terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3501. [N4065/R

RENAULT.—Leicester and Rutland County distributors, 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [N1059

RENAULT

RENAULT sales and service, immediate delivery of 750 de luxe saloons, in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126 [0186/R

NEW Renault 750cc saloon, metallic blue, duo blue/grey interior, immediate delivery; £599/13/4.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4054

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—69-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

SMITH MOTORS OF DULWICH for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. [0530/R

RILEYS.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

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CAR MART, Ltd.,

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon, demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212; 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011.

GLOUCESTER House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0520/R

DAVID ROSENFIELD, Ltd.,

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0561/R

JACK OLDING & CO. (MOTORS), Ltd.,

OFFICIAL Rolls-Royce and Bentley Retailers, offer for immediate delivery new Rolls-Royce Silver Dawn and Bentley Mark VI with special Freestone & Webb coachwork. Also Rolls-Royce Silver Wraith with special coachwork for early delivery.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [N3030

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers.—Bromley. Rav. 3456. [0287/R

DORKING MOTOR Co., Ltd., main dealers, Rover 90, 75 and 60.—Dorking 2256. [N1066

BEXHILL.—F. Dodson, Ltd., Rover distributors Sackville Garage, Middlesex Rd., Tel. 2382-3. [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

WATFORD.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [N1237

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Te 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd.; Rover distributors and parts service.—Marefair Northampton. Tel. 4540. [0001/R

TRINITY CARS, Ltd., Rover stockists, delivery, enquiries invited for Rover 75 and 90.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4054

BIRMINGHAM.—Hatton Motors, Ltd., Rover stockists, delivery enquiries invited for the 1955 models; any car taken in part exchange.—71, Broad St. Midland 2437. [0215/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 5822. [0140

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871. Service station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0866/R

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HATTON, Birmingham, officially appointed Land-Rover dealers, delivery enquiries invited for 1955 models; used Land-Rovers or passenger cars taken in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Midland 2437. [0367/R

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FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for SIMCA Cars and Spares.—Distributors and Dealers throughout the country.

FIAT (ENGLAND), Ltd., Water Rd., Wembley. Tel Perivale 5651. [N0665/R

H. C. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [N3040

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

AUTOWORK (WINCHESTER), Ltd., distributors of the famous Simca for the county of Hampshire. Southgate St., Winchester. Tel. 4965. [N1010

MAYFAIR GARAGES, Ltd.—New Aronde in stock for immediate delivery.—Balderton St., W.1. Mayfair 3104/5. [N3009

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. [N1069

BROMLEY.—Simca Aronde, immediate delivery, black, red interior.—Johnson & Brown, 268/270, High St., Bromley. Ravensbourne 8841-2. [N2073

SFURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford. Tel. Watford 4491. [0382/R

SIMCA.—Full information and delivery details from Leicestershire and Rutland distributors, part exchanges.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester 60319. [N1059

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1060

SINGER

GATEHOUSE offer:

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel: Mountview 4444. [N2021

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

SINGER Roadster, red, immediate delivery, one only; list.—Holland Park Autos, 142, Holland Park Ave., W.11. Park. 2626. [N2065

IMMEDIATE delivery of new Singer Hunter saloon, part exchange welcomed, especially SM 1500s.—Tate Bros., Ltd., Singer Area Dealers, Portslade. Tel. Hove 48444. [6917

SINGER SM 1500's required in part exchange against the new Singer Hunter saloon, or for cash.—Tate Bros., Ltd., Singer Area Dealers, Portslade. Tel. Hove 48444. [6916

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350.—Immediate delivery of the Singer Hunter saloon. [0497/R

TRADE and retail agents; full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0757/R

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GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [2021

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PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3051-2-3. [N4008

HALLS (FINCHLEY), Ltd.

AREA dealers for Standard and Triumph, all models for inspection and demonstration; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hil. 1044. [5635

ROWLAND SMITH'S for Standard.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

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BRAND new and unregistered latest model Vanguard diesel saloon, available immediate delivery.

KJ MOTORS, Ltd., Bromley. Rav. 3456. [0762/R

STANDARD Estate Car blue upholstery, immediate delivery.—Vintage Engineering, Market Deeping. [6871

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, The Broadway, Bexleyheath. Tel. 1666. [0913/R

STANDARD Vanguard saloon, black/red, immediate delivery.—Salmons Garages, Ltd. Temple Ewr 3336. [N4025

SIDNEY MARCUS, Ltd.—Early delivery all models, first-class after service.—33, Sloane St., S.W.1. Tel. Belgravia 2721 [N3006

STANDARD Pick-up, primer, immediate delivery; list price.—A. A. Clark, Ltd., Frances Rd., Windsor. Tel. 1130. [6524

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [N2051

1/5TH deposit, balance 24 months, secures quick delivery of new Standard 8 and 10 saloons.—New Cross Car Mart, Tideway 2908. [N3084

NEW CARS FOR SALE

STANDARD

STANDARD car specialists in sales and service; deferred terms.—Starme Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0413/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

BASIC 8hp saloon, finished grey with red Tygan, immediate delivery; £500/14/2; terms and exchanges.—Whytlaw & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. Pro. 4455. [6946

STANDARD Vanguard, grey/red vynide, heater; list price; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [N3022

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard saloon, or early deliveries available of Eight or Ten models; current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Bdy., London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [N2008

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models; also Vanguard and light commercials.—34, Acre Lane, S.W.2. Brixton 4011; and 1-3, Dorking Rd., Epsom 5901 [N4085/R

DUDLEY COBBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and 8 family saloon and early delivery of 10 and 8 de luxe models.—208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 5366-7. [0955/R

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-6. [0402/R

STUDEBAKER

STUDEBAKER Champion and Commander saloons with r.h.d. for immediate delivery subject being unsold.—West Coast Motor Co., Ltd. (Est. 1905), 1, Arrad St., Liverpool. 7. Royal 1918-9. [5604

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House 385, Euston Rd., N.W.1. Euston 4444. [0090/R

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GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4761. [0975/R

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0352.

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0569/R

SWALLOW DORETTI

J. DAVY.—Distributors for the Swallow Doretti, which can be seen in attractive colour range for inspection and demonstration.—21 other British and Continental makes on show at 160-194, Kensington High St., W.8. Western 9641; also 215, Brompton Rd., S.W.3. Knightsbridge 4-11. [N1069

TRIUMPH

BURGE & INGLIS, Ltd.

TR2 pearl white; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2, basic and overdrive models.

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd., EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1 Grosvenor 4345. [0840/R

NEW Triumph TR2 sports 2-seater, ivory; price £896/10/10; immediate delivery.

MILESTONES SERVICE GARAGE ELTHAM, Ltd., 729, Sidcup Rd., New Eltham, S.E.9. Elt. 3290. [6454

1955 model white TR2, immediate delivery.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [0285

TR2.—We value cars in part exchange.—Performance Cars, Brentford Middx. Ealing 8841.

TRIUMPH sports TR2; immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. [N5084

TRIUMPH

TR2.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R

NEW Triumph TR2 sports, British racing green, overdrive, immediate delivery; £960/4/2.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [N4054

TRIUMPH TR2 sports, red/brown; list price; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [N3022

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstrator available.—Lankester Engineering Co., Ltd., 80-85, Victoria Rd., Surbiton. Tel. Elmbridge 1184-5. [0695/R

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, offer immediate delivery TR2 hardtop, overdrive, heater, British racing green; also open 2-seater, British racing green; maximum H.P. terms available, 1/3 down, balance over 2 years. [N1001

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; sales, service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase.—Send for details of Hard Top Conversion to 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

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VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—
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PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

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ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—Tel. Ripley 2361. [0017/R

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WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

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129-131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358/9. Complete facilities. [0128/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444-8, Brighton Rd., South Croydon. Croydon 6225. Uplands 8629. [0127/R

SALOON de luxe from stock, also available standard saloon and commercials.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

VOLKSWAGEN de luxe, black, immediate delivery.—Agents, Metamet (Finchley), Ltd., Woodhouse Rd., N.12. Enterprise 5366. [6834

BROMLEY.—Volkswagen Agents offer early delivery all models.—Johnson & Brown, 268, 270, High St., Bromley. Ravensbourne 8841-2. [N2075

DISTRIBUTORS Devon, Cornwall and Somerset; demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. [0785

PRIDE & CLARKE, Ltd., South London distributors, —Exchange your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0519/R

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which concentrates exclusively on the V.W. and handles no other make; also specialized repair service spares.

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0851/R

VOLKSWAGEN

VOLKSWAGEN de luxe saloon, green, available from stock.—Barkers Garage, William St., Windsor. Tel. 776. Volkswagen double-door van available from stock. —Barkers Garage, Windsor. Tel. 776. [6850

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ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3, main distributors for Bedfordshire and West Hertfordshire, offer early delivery de luxe and standard saloons, also commercial vehicles; maximum H.P. terms available, 1/5 down, balance over 2 years. [N1004

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KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

DORKING MOTOR Co., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 2256. [N1098

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange; hire purchase facilities.—512, Earls Court Rd., London, S.W.5. Fremantle 9401-3. [N4056

C. W. J. COLES, Ltd., official agents, offer early delivery of Wolseley 4/44; orders taken for 6/90 model.—18, Blunt Rd., South Croydon. Croydon 0074-5. [6564

MEBES & MEBES, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer early delivery of Four-Forty-Four and rotational delivery Six-Ninety saloons, various colours; part exchange and extended payments. Always in stock, a number of used Wolseley cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

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NEW Morris J Type 10cwt van, in primer, list price. Immediate delivery.—Ford, Shepherds Bush 2293. [6833

FORDSON 10-cwt van, finished in primer.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1085

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IMMEDIATE delivery new Fordson Thames 10cwt builders' truck; £459 ex works.—Jackson's (Basingstoke), Ltd., Wote St., Basingstoke 1690. [6927

IMMEDIATE delivery new Morris ½-ton J-type van. —British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027

AUSTIN 1-ton van for immediate delivery; Morris 10cwt J type van for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

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NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim. 5686. [0360/R

SMITH & HUNTER for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

WIMBLEDON CAR HIRE, Self-drive Specialists. Austin A40s, A40s and A70s, competitive rates.—Mansell Rd., S.W.19. Wim. 3834. [0811/R

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HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-5, Emmismore Mews, S.W.7. Kensington 4030. [0551/R

IRISH touring, hire and drive the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [0890/R

JERSEY, C.I.—Forty 1953-4-5 self-drive cars; folder on request; A.A., R.A.C.—Drivehire, 22, Broad St., St. Helier (Jersey Central 1818). [6861

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9664-5.

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [0055/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

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BLACKPOOL; convenient for Lake District; 1954-55 Austin A30, A40, A50; Morris Minors, Cowleys, Oxfords; Singer S.M.1500.—North Station Garage, Cookson St., Blackpool. Tel. 25601. [0581/R

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1500 vehicles being dismantled of all makes, cars and models available for immediate despatch, crown wheels, springs, axleshafts, engines, valves, wheels, dynamos, windscreen wipers, silencers, stub axles, etc., etc., all enquiries promptly answered, quotations by return post, parts despatched c.o.d., satisfaction guaranteed or cash refunded.

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PROFESSIONAL agents to the motor trade, require for numerous applicants, garage and petrol stations in Home and Southern Counties.—Owners please write, in confidence, to: Garage Dept., 12, St. Johns Rd., Tunbridge Wells. Tel. 22264—5 lines. [0752/R

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REQUIRE immediately, for genuine applicants, filling stations and garages throughout the United Kingdom, owners assured of confidential and private transactions.—Garage Sales Dept., Peter Long & Partners, Lion House, Richmond, Surrey. Tel. Richmond 5851/4. [C2076

WANTED, substantial garages (repairs, petrol and/or vehicle sales) in Eastern England and Midlands; private sales, applicants waiting.—R. H. Rapley, 114 High St., Huntingdon. [5716

GARAGES and Filling Stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

URGENTLY wanted for Mr. C. who, having recently sold own petrol filling station at substantial figure, is anxious to acquire well-established motor business with good car agencies, preferably within 100 miles London; capital available £50/£60,000.—Details to Anthony D. Lewis & Co., 95, High St., Esher 3577-8-9. [M2071

IF you are thinking of retiring, or are obliged by force of circumstances to sell your business in Somerset, Devon, Dorset, Gloucestershire, Wiltshire or other county of the west and south to south-west or the south Midlands of England, then please write to F. A. Humberstone and Partners, 75, Queens Rd., Bristol, 8, who will be glad to call and see you at your convenience; you will not be obliged nor involved in expense in any way. [6863

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

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REQUIRED, foreman with extensive Rootes Group experience; good disciplinarian, able to organize service department efficiently, and to train staff; good prospects, salary and working conditions, with advancement as business expands; Yorkshire area.—Box 4717. [6048

AUTOMOBILE engineer for British West Africa.

A LARGE firm of motor dealers have a vacancy for an experienced automobile engineer, aged about 25-32 years, for service in British West Africa; state qualifications, experience, age and whether married or single.—Box 4977. [6855

LADY secretary wanted; must be experienced.—Dorking Motor Co., Ltd., Reigate Rd., Dorking. [6849

RECEPTIONIST required for South-West London Ford main dealer.—Write full particulars of experience to Box 4554. [5617

EXPERIENCED mechanic and body repairer required; must be a first-class man; good wages and house available.—Box 5041. [7079

MOTOR salesman wanted; ample scope for man able to sell cars up to £300; age unimportant.—Box 5023. [6962

SITUATIONS VACANT

RESIDENT Operator Manager required for filling station of South East Coast, good opportunity for couple prepared to work hard.—Box 4986. [6440

JUNIOR motor car salesmen, training given to keen young men who have completed National Service, excellent opportunity for advancement.—Box 5012. [6910

CHAUFFEUR required, willing to do odd garden jobs; Rolls-Royce experience essential; lodge available for one or two children.—Apply G. Bagshawe, Barwythe House, Studham, Beds. [6528

EXPERIENCED car salesman required by large progressive firm on Hampshire coast, always 150 cars in stock, with widespread advertising, excellent prospects for suitable applicant.—Box 5009. [6907

ORDER clerk used to coach-building and engineering spares, 5-day week, good wages for right applicant.—Ford & Sons, 198, Wells Rd., London, W.12. Shepherds Bush 2293. [7062

EXPERIENCED commercial vehicle salesmen, old-established East London firm, new spacious showroom, excellent prospects and permanency for suitable applicant.—Box 5011. [6909

SKILLED motor mechanic, only first-class man need apply; experienced with Austin cars; modern house available.—Hopkin's Garage, North St., Grantham. Tel. 139. [6879

SALES manager required by retail dealers in Harrow area, must be prepared and capable of organizing and development of a new department and have expert knowledge of the trade.—Write Box 4433. [M2034

SERVICE station superintendent is required by leading British firm in Iraq; the successful applicant will be required to have a comprehensive knowledge of repairs to diesel and petrol vehicles and modern workshop practice; age limit 35.

COMMENCING salary according to qualifications, but not less than £1,000 per annum, plus cost-of-living allowance; tours of about 2 years, with generous leave on full pay; free furnished accommodation, medical attention and first-class passages; family allowances. WRITE, giving full details of experience, to Box No. 6874, c/o Charles Barker & Sons, Ltd., 51, Budge Row, London, E.C.4. [6846

SERVICE manager required by retail dealers in Harrow area, must have expert knowledge of all makes and be able to control staff and handle customers, excellent opportunity for progressive man.—Write Box 4434. [M2034/1

KDM & CHERRINGTON, Ltd., require skilled driver (semi-uniform), new car, demonstrations, deliveries and assist in preparation.—9, Albemarle St., W.1. Grosvenor 5551; or 41/42, Hays Mews, Berkeley Square, W.1. Grosvenor 2563. [6860

ASSISTANT required for general stores duties in spare parts department of Ford main dealers; alternate 5- and 5½-day weeks; good opportunities for right applicant.—Write full particulars to Mr. J. Summers, Dagenham Motors, Ltd., 8, Balderton St., W.1. [6852

SALES manager required by leading garage; Austin, Morris and M.G. distributors and other first-class agencies; modern premises, excellent conditions, non-contributory pensions scheme; send full particulars of experience to—The General Manager, H.T.P. Motors, Ltd., Truro, Cornwall. [6866

CHIEF inspector required for motor vehicle assembly plant (Home Counties); must be fully experienced and capable of dealing with Government contract requirements, etc.; please write giving age, experience and salary required, to Box E. W. 3654, A. K. Advg., 212a, Shaftesbury Ave., London, W.C.2. [7057

SERVICE manager required for Vauxhall-Bedford main dealers; applicants should have knowledge and ability to operate time control system; only those with previous experience of Vauxhall Motors' products will be considered.—Apply in writing to G.N., Ltd., 300, Balham High Rd., S.W.17. [6990

WORKS foreman, service dept., handling Vauxhall, Austin, Rover, Jaguar, Morris cars, etc.; man with wide experience, administrative and planning ability, also pleasing personality, required for London area; write, giving full details of experience, wages, etc.—Box 4981. [6864

AUSTIN Distributors require first-class service manager; must have held similar position and have thorough knowledge of up-to-date service methods, permanent, progressive and pensionable post.—Write, in first instance, giving full particulars, to Steels (Swindon), Ltd., Drove Rd., Swindon, Wilts. [6920

AUSTIN distributors have vacancy for junior retail salesman; this post offers every opportunity for advancement to anyone really keen to get ahead; applicants must have completed National Service, and should apply in writing, giving full details of education, Forces rank, previous experience not absolutely essential.—Box 4756. [M2027

PAGE BROS., Morris Car Distributors, Bexhill-on-Sea, Sussex, require a senior skilled mechanic with high-grade knowledge of Morris, Wolseley, Riley cars; salary offered according to applicant's comprehensive knowledge; position permanent and progressive.—Write in first instance with copy of reference to 68, Sackville Rd., Bexhill-on-Sea. [6014

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PANEL beater or metal worker required in body repair works of small but progressive Ford main dealer situated in market town, half-way between London and the South Coast; applications for this position are invited from those who want to live in the south and wish to obtain a permanent and settled job.—Write Mr. J. E. Baker, Alton Motor Co., Ltd., Ford Main Dealer, Alton, Hampshire. [6835

SITUATIONS VACANT

SUPERVISOR required for heat-treatment shop (Home Counties); must be fully experienced, preferably in dealing with automobile steels, and also have had some technical training; but more important, suitable modern practical experience; please write giving age, experience and salary required to Box E.W. 3648, A. K. Advg., 212a, Staftesbury Ave., London, W.C.2. [7058

WANTED, keen, energetic man for the position of manager at a trunk road Rootes garage; must be able to take complete control of the establishment with special attention to promotion of sales, backed up by an efficient service department; an excellent opportunity for the right man with a modern flat available; apply in writing, stating experience and qualifications; all enquiries treated with the strictest confidence.—Box 4978. [6854

FILTRATION; experienced and well-qualified draughtsman required by Purolator Division of Automotive Products Company, Ltd.; familiarity with internal combustion engines is desirable, and previous experience of filtration would be an advantage; interesting position offering good scope in an expanding field; high rates of pay, pension and profit-sharing schemes.—Applications, giving full particulars, to Personnel Officer, Automotive Products Company, Ltd., Tachbrook Rd., Leamington Spa. [6851

A SALES manager is required by Motor Distributors, Ltd., Stanningley Rd., Leeds, a large motor engineering firm holding Main Agencies; proved sales ability in buying and selling new and used cars and commercial vehicles essential; aged 28 to 38; commencing salary £800/£900; car provided; pension and free insurance schemes; applications in writing, giving age, education, interests, family, wartime service or occupation, and exact business positions held with dates and salaries, should be sent in confidence to—Mr. W. J. Pratt, General Manager. [6837

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SITUATIONS WANTED

GENERAL manager, life experience Ford and Fordson, seeks change, impeccable testimony; full details in first instance.—Box 5006. [6894

WELL educated man, thirty-four, seeks position as manager with reputable garage, preferably Ford Dealer, factory trained, fourteen years' experience of service, sales and administration. Box 4794. [6286

SALES manager, experienced all aspects motor trade, including main distributors, seeks post, permanent; offers drive, initiative, loyalty; excellent reason for wishing to leave present well-paid post.—Box 5031. [7064

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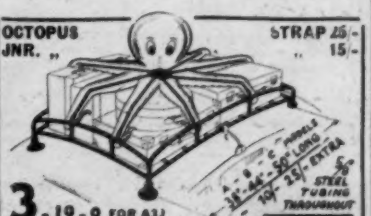

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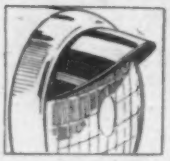

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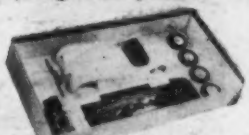

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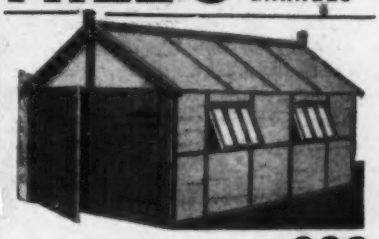

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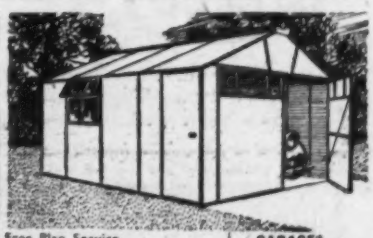

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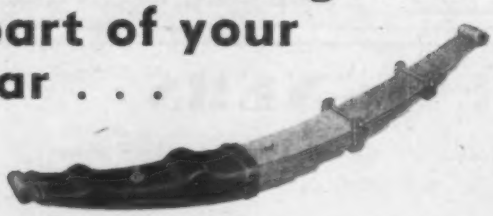

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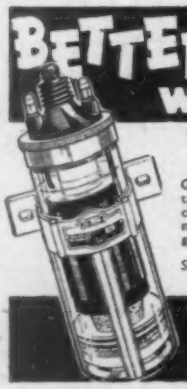

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